



# RAFLAA Newsletter

SERIAL 62

MARCH 2012

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## Editor's Notes

*Hello to you all,*

*Brian Davies asked for any film of the Changi flypast, (Letters to the Editor). Sorry Brian. I've haven't heard from anyone.*

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*After many years' effort, there is now a memorial to us Locking Apprentices at the National Arboretum in Staffordshire. This is due, in no small part, to much trouble and sheer persistence on the part of Dave Gunby. There was a Service of Dedication for the memorial in November 2011 and details are included in this issue. The National Arboretum is a place worth visiting, not just for the RAFLAA Monument but for all the very many memorials and tributes. I for one intend to spend a day there in the summer.*

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*We have a real mixed bag this issue with details of our AGM and dinner/dance, the Memorial Dedication, an advert from another association and a few longer articles, so happy reading!*

*My regulars are always welcome but it would be good to hear from some new writers. Do put fingers to keyboards or pen to paper and let us know what it was like for YOU!*

*Ed.*

*Deadline for next issue - 23<sup>rd</sup> May 2012 for July 2012. Please send all comments, contributions, ideas and feedback to the newsletter editor. Soft copy preferred!*

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## Letters to the Editor

### The Dedication

Hello Chris

What a remarkable occasion it was, with so many ex-apprentices and families attending. There must be resounding applause for Dave, who planned, co-ordinated and executed the whole ceremony. Also, Allan did such a wonderful job in conducting the service. It was good to see so many people there (Dave and I calculated that there were about 100), but I must admit that I was expecting about 140 from the information I received from the replies to the invitation.

A member of the 95th, John Sloley, died earlier this year, and in reply to my letter of condolence to his widow, Jill, I received a lovely letter from her, expressing her wish to attend the NMA. I am glad to say that she did, and also brought her daughter Katie. She found me at the "check in point", and was so glad to have been invited, and thought that the apprentices looked after her very well. I will attach her kind letter which she sent me only yesterday.

It was a poignant moment for me, as I had not been there before, and on inspecting the central armed forces memorial, found listed there the name of the co-pilot with whom I flew on 206 Sqdn. in Shackletons. His name was Steve Roncoroni, and he died long after I had left the RAF, whilst flying up a valley in the north of Scotland. All the crew on board were killed.

It now remains for me to say that I look forward to seeing you all again at the AGM in April 2012.

Kindest regards to you all

Chris Bryan 87<sup>th</sup>

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Dear Chris

I just wanted to thank you again on Kate's & my behalf for making us feel so welcome on Saturday. We could have felt awkward with nobody we knew there but your welcome & the friendliness of everyone made us feel really included. I might have known ex-apprentices would come up trumps! The service was really moving & Kate felt that she knew more about her father after attending than she had before. The inspirational surroundings also added to our enjoyment of the day. Please convey our thanks to everyone involved.

With all best wishes

Jill Sloley & Kate Holliday

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*[The Dedication of the RAF Apprentices Memorial was a great success and you can read more about the dedication later under the title National Arboretum Memorial - Ed](#)*

## Webbington Web Address

Hello Chris,

Tried the web address, as given in the latest Newsletter, yesterday but had "No response" messages. Similarly via the LAA web site.

Eventually found [www.webbingtonhotelandspa.co.uk](http://www.webbingtonhotelandspa.co.uk) the easiest for direct access. The Best Western URL for the Webbington is rather a long and the hotel confirms this is the correct one.

Came to you in the first instance, as think you would wish to confirm before informing the committee and amendments are made for the next Newsletter and to the LAA website.

Seasons Greetings

Ron Spain (96th)

*Thanks for pointing this error out Ron. You are right and Latona hotels seem to have disappeared! I have corrected the web address in this edition. - Ed*

## NOTICES

### 2012 Annual General Meeting

The Annual General Meeting and Dinner for 2012 will be held at the Webbington Hotel, Loxton, Weston-super-Mare, BS26 2HU on **Saturday 21<sup>st</sup> April at 13:30** in the Garden Suite. All members are cordially invited.



### Hotel

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 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.

For more details, including direction to the hotel, please see the hotel website: [www.webbingtonhotelandspa.co.uk](http://www.webbingtonhotelandspa.co.uk)

## Annual RAFLAA Reunion

As usual, we will have organized our reunion to coincide with the AGM with a lunch, tea and dinner dance

### Timetable

Friday 20 <sup>th</sup> April 2012	18:00	Informal 'Meet & Greet' at the Webbington
Saturday 21 <sup>st</sup> April 2012	11:00	Bar Facility opens in Garden Suite
	12:30	Buffet Lunch commences in restaurant
	13:30	AGM commences in Garden Suite
	15:00 approx	Golden Entries presentations
	15:15 approx	AGM ends. Tea served
	18:00	Bar opens in Garden Suite
	19:30	Members move into Brent Suite for dinner
	21:30 approx	Music for dancing starts
	23:59 approx	Dance ends. Garden room bar shuts

### The Day

The bar in the Garden Suite will open at 11:00. Following our tradition, the bar will be subsidised, with a special price list where all drinks will be charged at £1 less than standard hotel prices.

**N.B. Do not buy drinks or wine in the main hotel bar – you will be charged full hotel prices!**

At 12:30, members will proceed to the hotel restaurant for the finger buffet lunch while the hotel staff prepare the Garden Suite for the AGM.

After lunch, members will return to the Garden room ready for the AGM at 13:30 which will be followed by tea & biscuits.

In the evening, members should assemble in the Garden Room from 18:00 prior to the Dinner/Dance. The hotel has agreed to make the Garden Suite Bar exclusively available for the RAFLAA event and the bar there will be subsidised all evening on Saturday 21<sup>st</sup>. This includes any additional bottles of house wine that you may wish to purchase which will be charged at £11.

At around 19:30, members will proceed to The Brent Suite where the Dinner/Dance will be held.

The lunch is priced at £10 this time which will include tea & biscuits afterwards. The dinner will cost £21 but for those attending the lunch, AGM and dinner, the combination is priced for 2012 at £30. The cost of the dinner includes half a bottle of wine per person.

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

If you wish to attend the lunch and/or the dinner/dance, please fill in the loose leaf booking form or download and print the separate form from the website. Please post the completed form to Tony Horry together with your cheque.

Please record your menu choices when you return the form.

### **Hotel Accommodation Booking**

Accommodation must be booked direct with the hotel and the hotel is accepting bookings for 2012 now.

Please contact:

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

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

Costs are increasing but the hotel has agreed to keep the rates at £75 B&B for a double or twin room (double occupancy) and £60 for a single room for a **2 night stay (Friday & Saturday)**. However, for the Saturday night only there will be a £5 per person increase - £85 B&B for a double or twin room (double occupancy) and £65 for a single room.

Please contact the hotel direct and **quote RAFLAA** when you book to obtain these special low rates. No deposit is required as rooms can be held on a credit card. However, all accounts must be settled direct with the hotel

### **Ladies Coach to Bristol**

Last year a coach was arranged to take the wives and partners to Bath. This was well supported and a similar coach will be laid on this year. In 2012 the coach will visit Bristol with two stops – one at the Historic Docks and one at the Cabot Centre for shopping so the ladies will have a choice of where to spend the day. The charge will be the same as 2011, the realistic sum of £15. It will leave at 09:30 and return around 16:30.

We are able to book coaches of various sizes and it is unlikely there will be a spare place on the day so please ensure you reserve a place 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 Taxis 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

**Music**

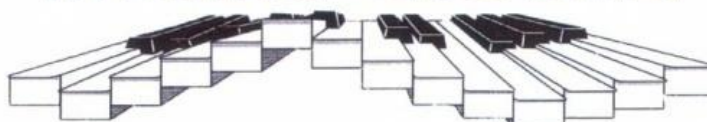
Following the good reception in previous years, your committee has again engaged **Atlantic Crossing** to provide live music for dancing after the dinner. Mike & Linda have been working together professionally since 1971 and have performed in many top class venues.

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**





**RAF Locking Apprentices Association**

*Dinner Menu Saturday 21<sup>st</sup> April 2012*

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**Cream of vegetable Soup**

**Smoked Mackerel**

*Served with tomato & pepper salsa with citrus dressing*

**Guinea Fowl, Prosciutto & Asparagus Pate**

*Served with tomato chutney & bread toasts*

**Caesar Salad**

*Smoked chicken with a Caesar dressing croutons & lettuce*

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**Supreme of Salmon**

*Wrapped in Filo Pastry and served with a watercress and orange sauce*

**Turkey Schnitzel**

*Breaded escalope, shallow fried, finished with caper and sage beurre noisette*

**Pork Loin**

*Served with cider & apple sauce & parsnip crisps*

**Roast Sirloin of Beef**

*Served with grilled tomato and mustard whisky sauce*

**Bean Casserole**

*Served with basmati rice*

*All Served with a selection of vegetables and potatoes*

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**Fresh Fruit Salad**

**Almond Tart**

**Homemade Raspberry Pavlova**

**Chocolate Brownie & vanilla Ice Cream**

**Selection of Cheese & Biscuits**

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**Tea and Coffee Served with Mints**

**APPLICATION FOR RAFLAA AGM AND DINNER – 21<sup>st</sup> APRIL 2012**  
**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 @ £30 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 @ £10 pp £.....  
 I wish to bring guests to the dinner/dance. Please provide ..... tickets @ £31 pp £.....  
 My wife/partner would like a place on the all day coach to Bristol @ £15. Please provide ..... tickets @ £15 pp £.....

(Applications for the coach must be in by 1<sup>st</sup> April 2012)

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)

Please complete 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	Fish	Pate	Salad	Salmon	Turkey	Pork	Beef	Bean	Fresh Fruit	Tart	Pavlova	Choc Brownie	Cheese

**Rooms at the Webbington Hotel** For accommodation, please contact:

Webbington Hotel, Loxton, Weston-s-Mare, BS26 2HU; Tele: 01934 750100. email: [sales@webbingtonhotel.eclipse.co.uk](mailto:sales@webbingtonhotel.eclipse.co.uk)

Rooms will be charged @ £75 double, £60 single B&B per night for a 2 night stay but £85 double and £65 single for a 1 night stay. Please telephone the hotel direct and quote RAFLAA when you book to secure the reduced rates. **ACCOUNTS MUST BE SETTLED WITH THE HOTEL.**

## Seletar Association

*We're not the only Ex-Service Association. If you served at Singapore, consider this one - Ed*



## RAF SELETAR ASSOCIATION

Founded 1997  
incorporating RAF Tengah



The RAF Seletar Association was formed to reunite friends, family and colleagues, and to rekindle old friendships of all who served on, or had any connection with, the Singapore bases.

We hold an Annual National Reunion, along with visits to Singapore.

Area liaison officers organise many local reunions and interesting trips throughout the year.

For more information on our friendly Association please contact the Membership Secretary:

David Taylor, 35 Lower Darnborough Street,  
York YO23 1AR  
Tel: 01904 612542  
dt@deltatango.net

## National Arboretum Memorial

### The Dedication

From Dave Gunby 76<sup>th</sup> (Fully retired from duty but active member)

It had been the wish of the RAFLAA committee to provide some sort of memorial to our existence at Locking for several years. It was hoped that one could be incorporated within the new development of RAF Locking site known as 'Locking Parklands'. However it became obvious that the development was taking a long time and, although the Committee still harbour hopes for the future, it was decided to look elsewhere.

At the July committee meeting of 2009 the committee's attention was drawn to the fact that there was to be a celebration of 90 years since the start of apprentice training to be held at the National Memorial Arboretum probably during May 2012. It was appreciated that RAFLAA had no presence at the NMA and so perhaps we should look into a provision. To that end I was asked to look into a minimum provision at the NMA and report back to the February 2010 meeting.

I visited several of my local monumental masons to get some sort of idea of materials and costs. Having obtained several estimates of the cost and being guided by the NMA's drawings of different sorts of memorials I settled on the estimate of Cannells Memorials of Lichfield which was around £2000+ VAT. This firm had done a lot of work already at the NMA and were also situated nearby. Some years previous to this the Committee had set aside £3000 to cover the cost of a memorial and invested the money in a high interest earning account. The account grew satisfactorily for a while and then it fell victim to the interest rate reductions but remained healthy if not as high as we might have hoped. The committee agreed to refer the matter of the provision of a memorial to the forthcoming AGM in April 2010.

At the AGM I gave a presentation as to what I thought the memorial might look like and I displayed a near full sized model. I was having difficulty creating the required shape out of a mixture of cardboard boxes to hand and borrowed from the supermarket. I eventually noticed a deep sea cardboard box at my son's which allowed me to create the shape in one go. A visit to Dunhelm Mill saw the grey material for a cover and some black paper for the top. Playing around with paper and prit-stick saw the completion of the proposed model based on a 600mm cube with a sloping face which was well received by those present. There were one or two minor details for the Committee to agree at their next meeting but the AGM voted to provide a memorial at the NMA.



Dave Gunby at the Dedication

## Royal Air Force Locking Apprentice Association

In May 2010 The chairman, Stonemason, Paul Kennedy(Curator) and I met at the NMA to discuss our proposals - in particular Dimensions and Materials.

At the committee meeting of July 2010 the exact wording and design on the plaque was agreed. I was authorised to place the order and agreed to prepare drawings for the approval of the NMA Trustees. The next meeting of the Trustees was to be in September. The drawings were displayed on our web site. Having paid due regard to the NMA's guidance notes re the design of memorials, I felt confident they would be approved.

My confidence was misplaced. I had submitted the drawings to the Curator as he was my contact at the NMA. He showed them to a member of the Trustees outside their normal meeting pattern. My proposals were not accepted as the memorial needed to be a minimum of 900mm in height.

At this point I got angry and wrote to the Trustees directly and asked if we made it higher what would they want changing next. They replied saying that as long as we conformed to the minimum height rule they would have no further objections.

The increase in height would increase the cost and around this time it was announced that VAT would rise to 20% from Jan 2011. A double whammy I guess. Some relief came when our Stonemason said he would provide the additional 300mm in height by donating a piece of York stone from stock. So now we have another cost estimate of £2637+VAT.



Our Memorial is unveiled

## Royal Air Force Locking Apprentice Association

In October 2010 the Chairman and I visited the Stonemason on our way to the No1 Radio School annual lunch. It meant an early start for both of us but worth the effort as the Stonemason wanted to show us his idea for the design of the wheel centrepiece for our plaque. We asked for the outer rim to be doubled in width otherwise it looked great.

All quiet for a few months before stonemason announces increases in the cost of the raw materials discovered when he placed his order and this together with the anticipated hike in VAT meant that the memorial would cost £3715.

In February 2011 I was contacted by the admin apps assoc. regarding a £1000 non returnable deposit that the NMA had asked them for before allowing them to have a memorial. I knew nothing of this and very quickly rattled off an e-mail asking the NMA for clarification. It transpired that we were not affected by the new rule as we were already some way down the line to provision. This came as something of a relief but the Admin bods are now having difficulty raising sufficient finance to continue with their memorial. I suggest other associations will have similar difficulties

At the 2011 AGM in April 2011 I explained the current situation to members. It was decided that I should drive the project to completion. I was to pay the £36 donation to the NMA and provide a historical note for the NMA brochure. The July Committee meeting was to decide the arrangements for the dedication.

It was expected that the memorial would be installed by 30th June 2011. On 23 June the Chairman, Stonemason, Curator and I met at the NMA to agree the position of our memorial just prior to installation. I presented a cheque for £36 to the curator and handed him my submission for the brochure. I still await a receipt and acknowledgement.

I attended the July 2011 committee meeting as a guest retaining the memorial project. We decided that November 19<sup>th</sup> at noon would be appropriate as it would give us a chance to contact members and details of the dedication could be published for all to see in the next RAFLAA newsletter. I contacted the NMA and they agreed the date and added it to the diary. They said they could provide all sorts of things like buglers and pipers, vicars and catering. They also mentioned that it was usual to invite a member of the Trustees to attend the dedication. You will not be surprised to read that I declined. I did, however, take them up on their offer of a table and 2 chairs free of charge for our contact point on the day. (In the event only one chair was provided). There are cuts everywhere!



The Dedication

## Royal Air Force Locking Apprentice Association

So to the Dedication Day not particularly good weather at the NMA but event very well attended with many travelling considerable distances to be there. The service was conducted by canon Alan Viller of the 79<sup>th</sup> Entry and there were contributions from Martin Palmer, Tiny Kuhle, Chris Bryan and yours truly. Our president shook me by the hand and suggested that I should feel very proud of the memorial which of course I do.

So there it is done and dusted. I am grateful to the President, Committee and membership for their support.



The Dedication attracted over 100 attendees. Here are a few.

## Apprentice Days

### Shocking Locking

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

For-warned by my father, who during the 2<sup>nd</sup> World War had also trained at Locking and with his final advice of “don’t volunteer for anything son” ringing in my ear, I left Norwich to start the long journey west. At the tender age of 16 and a half I expected the next few months would be the toughest in my life and, like the rest who were joining up at the same time, knew that life was about to change completely.

Arriving at Paddington for the first time in my life and realising that there were other young lads on the platform who looked as lost and bewildered as myself, some of us proceeded to introduce ourselves and met up with Ken Cox and a few others for the first time, it was naturally to be the start of friendships that would endure for the next 3 years of our lives, and in some cases even beyond.

After arrival at Weston-super-Mare in the dark and being bundled aboard transport for the final leg to Locking, it was then a quick meal and a fitful sleep wondering what the heck the future held. The following morning, the 18<sup>th</sup> September 1957, over 200 young teenagers were assembled in the NAAFI to raise our right hands and swear allegiance to her Majesty, and informed we were now members of the 87<sup>th</sup> Entry.

The change to our lives started straight away when, after proudly being presented with the ‘Queens Shilling’, actually a ten bob note, murmurings of “He that giveth----“ and “ What a con” promptly arose, as we immediately had to spend it acquiring tins of boot polish and ‘Blanco’ for the kit we were about to get issued.

Over the following days we started down the intensive road of learning the procedures and new jargon of service life, such as finding out that a ‘Pit’ was not a bottomless entity but the welcome bed that we were to fall into after a hard day of ‘square bashing’. The method of making ones bed and of all things a ‘bed pack’ was an annoying routine to be carried out each and every morning, to be followed every evening with a ‘bull’ session, necessary to keep the tunic buttons gleaming ready for next mornings inspection. Then of course the once weekly chore of ‘bumpering’ the billet floor, after dollops of polish had been applied to the lino, and then after all the effort of spreading it about unbelievably required to slide around on ‘floor pads’ for the final shine, all naturally accompanied to renditions of newly learnt shanties of a somewhat ribald nature, yes we were indeed learning fast

Issued with our very own ‘button stick’ boot brushes and even ‘housewife’ which turned out to be a meagre little sewing kit, we were expected to keep uniform spic and span. The tedium of the nightly kit cleaning session countered however by the camaraderie we all shared, the telling of endless jokes and listening to the life stories of billet colleagues. I was intrigued by the sheer variety of accents that we each brought from every corner of the country, ranging from Roy Champs cockney banter, Bryan Chillery’s cultured tones (no doubt due to his public schooling) Taff Owens wonderful Welsh lilt to the Newcastle twang of Dave Major and Paddy Elkin’s soft Irish drawl, all of which contrasted with my Norfolk brogue which I suspected made me sound like a real swede basher and to all intents and purposes a bit thick, which I probably was.

That very first term was naturally the hardest time for most and also the quickest of learning curves, for besides getting our hob nailed boots bulled to a mirror finish, being bawled at by Corporal Milsolm on parade drill, marching everywhere and nowhere, we eventually started on the process of learning what we had come here for, beginning with as far as I remember resistor colour codes and the mathematical intricacies of series and parallel networks, what joy.



## Royal Air Force Locking Apprentice Association

We would of course later proceed to learn much more electronic wizardry and in the process find out that a 'Pentode' was not a species of frog or that an 'Eccles Jordan' was not a cake but a form of oscillator and that a 'Trigatron' was certainly not Roy Rogers horse. That depth of knowledge however was a long way in the future, and in the meantime we had to learn to live with the camps other surprises such as the atrocious weather.

Was it just my imagination or was Locking truly built in the wettest and dampest of places, for it always seemed to be raining cats and dogs, or if not continuously shrouded in mist and drizzle.

Our only protection from the elements whilst marching to the Tech blocks being the good old 'groundsheet' a First World War vintage cape which, made of a rubberised fabric, certainly kept us relatively dry but had the effect of making everyone in the flight look like a tent on legs.

They also came in handy during the winter months when the wooden billets, yes it was still the 2<sup>nd</sup> War billets in use at the time, with just a single hot water pipe for heating, could get extremely cold at night, whereupon the groundsheet was utilised as an additional over blanket.

Improvisation was definitely the name of the game for when temperatures dipped even further, out came the greatcoat as well, with some of us of a fragile nature even resorting to sheets of newspapers sandwiched between the blankets for additional warmth, and on cold parade mornings I admit I wasn't averse to resorting to wearing pyjama bottoms under my uniform trousers, stuff the 252 my comfort came first.

The Apprentice Wing mess kept us all well fed and watered with an excellent range of food, and with copious amounts of treacle sandwiches or sticky buns to finish off there was no need to go hungry. In fact the mess was so popular the pace of marching back from the Tech blocks decidedly quickened as we raced to get our 'irons' and be first in the queue. Cleaning ones cutlery after each meal was an art form which needed to be learnt rather sharpish, as it meant dipping them in large vats of near scalding hot greasy water, with a painful retrieval if any were dropped, for no one was going to volunteer to help. Other torturous events included 3 days 'jankers', for a long forgotten misdemeanour, whereupon after kit inspection it was straight down to the mess to peel literally hundreds of onions for a couple of hours, the cooks no doubt relying on this steady supply of 'volunteers' providing a mug of cocoa in recompense and going a long way to assuage ones dignity.

After a day of intense learning and then an evening of bull, it was great to be able to spend a few hours of relaxation in the NAAFI, enjoying a game of darts whilst munching on a Mars bar and swigging back a refreshing coke, all with one eye peeled on the lookout for members of the Senior Entry. They had a reputation of being real 'Bar Stewards' in the habit of forcing us young 'sprogs' to dance and sing on tables or even bulling their boots. Fortunately with the Entry being over 200 strong we mainly got away with most of these shenanigans, some having the gall to take the fight to them on one occasion that I remember, by cheekily raiding their lines and tipping a few of them out of bed for a change. We suffered extra Saturday morning billet inspections as a consequence of this little escapade, with virtually everyone having their drinking mugs deliberately smashed by dropping on the floor, but the boost to Entry spirit was immeasurable and we gained respect and confidence as a result.

With the amazing gymnasium available for all manner of sporting activities to help us relax after a hard days graft, the NAAFI and Malcolm Club quiet room was also the place to escape the hustle and bustle of billet life to get in a spot of 'Genning', the practice of trying to work out and understand what the hell we had been taught that day and get it to stick in the old grey matter. With classroom training getting tougher as we progressed, a bit of 'gen' time was to become a way of life.

.Eventually after what seemed an age and with the Wings Senior Entry leaving for pastures new, our first term at Locking finally came to an end. With a special pay parade lining our pockets with

## Royal Air Force Locking Apprentice Association

more money than most of us had ever possessed in our lives Weston super Mare's rail station bulged to the seams as excited Apps boarded the special troop trains put on by British Rail. Locking must indeed have fallen silent at this mass exodus but we were as we said 'chuffed to NAAFI breaks' to be heading home in time for Xmas.

I remember vividly that return to Paddington Station and being amazed how London's underground system managed to swallow up a whole train full of blue uniformed lads, only to find that on turning up at Liverpool St Station that just I and one other, a member of B squadrons senior entry, were the only ones travelling the final leg to Norwich.

I am sure most of us journeying home on that first leave pass, felt quietly relieved at having got through that first 3 months and justifiably proud of ourselves. The 87th may well have reduced in numbers slightly, with some deciding service life was not for them, but the majority of us had got through the hardest part of our training, the steady metamorphous from a young innocent civilian to a slightly harder RAF Apprentice, albeit of the 'sprog' variety.

The culture and other types of hardships that Locking had thrown at us had been weathered, and on our return we would no longer be the junior entry and, most importantly of all, we had successfully completed the first step on the long road to becoming a 'Sparky'

Resplendent in best blue uniform, hob nailed boots and the proverbial kit bag slung over my shoulder I approached the front door of the family home with a lump in my throat, for I could already hear our dog Spot barking at the sound of my heavy footsteps. As the front door opened my fathers knowing smile said it all, for we had now both experienced the same West Country camp albeit under different conditions.

The feeling of being once more in the bosom of the family was indescribable especially so with it being the festive season, but to all the inevitable questions as to what it was like, I could honestly say that after leaving school at 16 with only a paper round under my belt as experience, Locking had indeed been one helluva shock to the system, but bloody marvellous for all that.

## Tit-Bits

### Speeding Ticket

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

## *Top this for a speeding ticket...*

Two British traffic patrol officers from North Berwick, east of Edinburgh, were involved in an unusual incident, while checking for speeding motorists on the A1 Great North Road.

One of the officers (who are not named) used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, and was surprised when the speed was recorded at over 300mph. The machine then stopped working and the officers were not able to reset it.

The radar had in fact locked on to a NATO Tornado fighter jet over the North Sea, which was engaged in a low-flying exercise over the Borders district.

Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

Back came the reply in true laconic RAF style. "Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it. Furthermore, the Sidewinder air-to-ground missiles aboard the fully-armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched."



## Time to Retire

From Phil Marston 92nd

### From The London Times: A Well-Planned Retirement

A perfect example of government mismanagement.



Outside England 's Bristol Zoo there is a parking lot for 150 cars and 8 buses. For 25 years, it's parking fees were managed by a very pleasant attendant. The fees were for cars (£1.40), for buses (about £7).

Then, one day, after 25 solid years of never missing a day off work, he just didn't show up; so the Zoo Management called the City Council and asked it to send them another parking agent.

The Council did some research and replied that the parking lot was the Zoo's own responsibility.

The Zoo advised the Council that the attendant was a City employee.

The City Council responded that the lot attendant had never been on the City payroll.

Meanwhile, sitting in his villa somewhere on the coast of Spain or France or Italy ... is a man who'd apparently had a ticket machine installed completely on his own, and then, had simply begun to show up every day, to collect and keep the parking fees, estimated at about £560 per day -- for 25 years.

Assuming 7 days a week, this amounts to just over 7 million pounds ... and no one even knows his name.

I think this is my favorite E-Mail ever!!

## **Brains of Britain?**

From Phil Marston 92nd

### **UNIVERSITY CHALLENGE (BBC2)**

Jeremy Paxman: What is another name for 'cherrypickers' and 'cheesemongers'?

Contestant: Homosexuals..

Jeremy Paxman: No. They're regiments in the British Army who will be very upset with you

### **BEG, BORROW OR STEAL (BBC2)**

Jamie Theakston: Where do you think Cambridge University is?

Contestant: Geography isn't my strong point.

Jamie Theakston: There's a clue in the title.

Contestant: Leicester

### **BBC NORFOLK**

Stewart White: Who had a worldwide hit with What A Wonderful World?

Contestant: I don't know.

Stewart White: I'll give you some clues: what do you call the part between your hand and your elbow?

Contestant: Arm

Stewart White: Correct. And if you're not weak, you're...?

Contestant: Strong.

Stewart White: Correct - and what was Lord Mountbatten's first name?

Contestant: Louis

Stewart White: Well, there we are then. So who had a worldwide hit with the song What A Wonderful World?

Contestant: Frank Sinatra?

### **LATE SHOW (BBC MIDLANDS )**

Alex Trelinski: What is the capital of Italy ?

Contestant: France ...

Trelinski: France is another country. Try again.

Contestant: Oh, um, Benidorm.

Trelinski: Wrong, sorry, let's try another question. In which country is the Parthenon?

Contestant: Sorry, I don't know.

Trelinski: Just guess a country then.

Contestant: Paris..

### **THE WEAKEST LINK (BBC2)**

Anne Robinson: Oscar Wilde, Adolf Hitler and Jeffrey Archer have all written books about their experiences in what: Prison, or the Conservative Party?

Contestant: The Conservative Party.

### **UNIVERSITY CHALLENGE**

Bamber Gascoigne: What was Gandhi's first name?

Contestant: Goosy?

## RAF Days

### Travels of an Air Radio Fitter

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

*You will recall reading the first part of this article in the November 2011 edition. This is the second part of the piece - Ed*

My next jolly was another 'Round the World in 40 Days' VIP trip in a Comet 2, this time with the First Sea Lord on the Annual Inspection Tour of his empire. From Lyneham travelling west-to-east, first stop El Adem, then Nairobi, Khormaksar, Gan, Changi, Darwin, Canberra, Sydney, Wellington, Christchurch, Auckland, Fiji, Christmas Island, Hickam AFB (Hawaii), Travis AFB (California), Norfolk NAS (Virginia), Andrews AFB (Maryland), Philadelphia, New York, Goose Bay, and back to Lyneham. Again, plenty of sightseeing and living-it-up in good hotels. An incident of note occurred whilst in transit between Canberra and Sydney. The aircraft's Cloud & Collision Warning radar had detected thunderstorms on our route so we detoured to escape them, but not enough, as we were still close enough to be struck by lightning. There was a sharp 'bang', followed by the sight of a small fireball (a few inches in diameter) moving silently, at a fast walking pace, down the centre-aisle of the passenger cabin. A stewardess walking down the aisle at the time, collapsed into a vacant seat as it passed. The fireball left the aircraft as mysteriously as it had entered and nobody was injured. After landing though, examination of the aircraft showed that at the spot where the lightning had struck, just above the Captain's windscreen, an airframe rivet had been burnt out, and we found that a number of the static-discharge wicks on the trailing edges of the wings and tailplane had been burnt off.

A delivery run for the Army necessitated a Britannia trip down to Georgetown, Guyana. After an overnight stay at an Army base, in what seemed to me to be the middle of the Amazonian Jungle, we made the short hop to Port-of-Spain, Trinidad, where we stayed a couple of days. Our visit coincided with one of Trinidad's major Festivals and Street Carnivals. Music, dancing in the streets, total strangers handing out free drinks, everything good-humoured and friendly, we had a terrific time. It was 1962, not quite 'The Summer of Love' (which, for those too young or too stoned to remember, was 1967!), but it was getting there! Then another short hop to stay a couple of days in Nassau, Bahamas, where it was suggested that I somehow render the Cloud & Collision Radar unserviceable so that we would have stay, awaiting spares to be flown out from the UK.

I always welcomed the opportunity for more foreign travel and when a 'jolly' came up to transport RAF College Cranwell Cadets, in a Britannia, on a visit to the USAF Air Force Academy at Colorado Springs I jumped at the chance. Departing from Lyneham, and after a refuelling stop at Gander (Newfoundland), we continued down to overnight at Andrews AFB (Washington DC) before flying on to Colorado Springs the following day. Colorado Springs is dominated by Pikes Peak about 10miles away, a 14,000ft mountain on the eastern edge of the Rocky Mountains. We paid visits to the Garden Of The Gods which is a National Park of weird and colourful rock formations, located between Colorado Springs and Pikes Peak, but we weren't allowed anywhere near Cheyenne Mountain, home to NORAD, which was under construction at the time. On completion of the Cadets' visit, we departed for Andrews AFB (Washington DC). With terrible timing, just as we were approaching the Washington area, the aircraft lost all radio communications – not exactly what you need in busy airspace. Whilst the aircraft was flown in a holding pattern, my expertise was called upon to 'fix' the problem and to restore communications (it turned out to be a sticking power relay – the 'expertise' that I contributed was entirely due to my Locking training, I knew where to hit it!), enabling us to land safely. After that excitement, and an overnight stay in Washington, we continued on uneventfully to Gander for a refuelling stop and then the Atlantic crossing home.

## Royal Air Force Locking Apprentice Association

Another 'jolly', in 1963, was a Comet 2 trip to fly the Foreign Minister of Pakistan (Ali Bhutto – later executed) on his Official Visit to Eire. Knowing the 'history' of relations between the UK and Eire, it came as no surprise to be told that ours was to be the first RAF aircraft to land in Eire since before WWII, so we were not sure what our reception would be. After picking up our VIP and his entourage at Heathrow, we travelled to Dublin. As we taxied in, Union and Pakistan Flags flying, we were greeted with the sight of a line of cannon apparently being readied for use. We taxied to a halt where the red carpet and aircraft steps awaited, the steps were rolled to the door which was then opened. As the waiting dignitaries lined up, and Foreign Minister Bhutto stepped through the door onto the steps, the cannons opened fire. Thankfully they missed – it was, of course, a salute for their guest! After a couple of nights stay in Dublin where, of course, we sampled the delights of the Guinness Brewery, we returned our VIP to Heathrow where, instead of the line of dignitaries, our VIP had to run the gauntlet of the aircraft crew lined up to bid farewell. It was a hard life being a Corporal Tech. Air Radio Fitter!!

In late 1963 the island of Surtsey was created in a volcanic eruption out of the North Atlantic Ocean, off Iceland. In mid-1964, after paying a visit to Iceland, Prince Philip needed a lift and a Comet 4 was tasked to bring him home from Reykjavik, so it was another opportunity of a 'jolly' for me. Ours was to be the first jet-airliner to land at Reykjavik. The runway was short and closely hemmed-in by a residential area, so a couple of weeks beforehand there had to be a trial run. Prior to landing, the Captain warned us it would be a tight squeeze, so we were prepared when, after skimming the rooftops and landing on the tarmac, the engines were immediately slammed into full reverse thrust to bring us sharply to a halt before we ran out of runway. The British Embassy staff entertained us with organised tours of the island, especially the geysers, then in the evening, the 'Land of the Midnight Sun' lived up to its name. It was June, it never really got dark all night, so by the time we'd been to a restaurant and had a couple of drinks, we'd lost all track of time and it was time to get up anyway. The trial run was a full dress-rehearsal so, on the return flight, we firstly headed for the new island of Surtsey which we circled for a good view. The aircraft filled with the pungent smell of sulphur as we banked with the wingtip pointing straight down into the bubbling orange and red lava of the caldera – creation in the raw!! A couple of weeks later, with HRH on board, we were forced to do it all again. I hope he enjoyed it! I did (twice)!

A very memorable 'jolly' was a Britannia trip carrying a delegation of high ranking officers from the Imperial Defence College on a 6 weeks tour of India, Pakistan (East and West), and Ceylon (Sri Lanka). Not surprisingly, given the nature of the IDC, all the stops on the itinerary had military significance. After refuelling at El Aden and overnight in Aden our first stop was Karachi, a large bustling city; then Lahore where we visited the Moghul Gardens and the Badshahi Mosque with its three marble domes, marble inlays, and intricate carvings in the red sandstone walls; Rawalpindi, the headquarters of the Pakistani Army (also then the Capital of Pakistan), where we were entertained with a fabulous 'alfresco' lunch accompanied by dancers in National dress and ethnic music; Peshawar, from where we were driven through the Khyber Pass, with its commemorative British Regimental badges hewn into the rock, to the border with Afghanistan – this area is mountainous and it seemed that on every hilltop there was a fort (a relic of British Colonialism). It is also very rural and it was an eye-opening experience to pass through villages and see the open fronted roadside stalls with fly-infested goat meat hung out on display for sale (so that's why they curry it!); Bombay, Gateway to India, a beautiful city but the road from the airport presented a different image of endless 'cardboard-city' slums, people living in unimaginable squalor at the roadside; Agra, with the exquisite Taj Mahal and its Moghul Gardens; Delhi, Old and New, where we were entertained in the British High Commission; Srinagar (Kashmir), where we stayed on a houseboat (with its resident houseboy) on Dal Lake, – I bought a pair of hand-made shoes in the 'Subhana The Worst' emporium (a three-storey traditional wooden building selling everything the tourist doesn't know he needs until he enters the trap,

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every potential customer greeted by the owner and offered 'chai'), the guy drew the outlines of my feet on a sheet of paper placed on the floor, and told me they'd be "Ready tomorrow!", I wore them for years afterwards; Poona; Bangalore; Colombo, staying in a beachside hotel on the Indian Ocean; Madras; Calcutta, Victorian, similar to Bombay as regards people living in squalor; then to Dacca, in what was then East Pakistan (now Bangladesh) – we were scheduled to visit Chittagong but were prevented by the monsoon floods; and then back to Agra to revisit the Taj Mahal. The Indian sub-continent, fascinating contrasts, exquisite beauty, appalling squalor, traditional ox-carts side-by-side with the latest automobiles and the ubiquitous yellow and black Ambassador Taxicabs, buses crammed to overflowing, passengers packed onto their roofs and hanging on for dear life, gaudily decorated lorries and buses, colourful saris, the greenery and water of the Moghul Gardens. Back to reality and an overnight stop in Aden, followed by the flight back to Lyneham – which would normally include a refuelling stop at El Adem but, on this occasion, was a direct 14 hours flight (the longest of my life), before DVT was even thought of.

My final 'jolly' before leaving Lyneham, was on a Comet 4 participating in the International Air Show at Toronto in September 1964. Also appearing in the Air Show were two Vulcans which went on to participate in bombing exercises in Northern Canada. For the Air Show we flew in formation with the two Vulcans for a fly-past before doing our individual displays. We then had a very nice couple of days seeing the sights of Toronto and visiting Niagara Falls. Toronto's climate favours the growth of soft fruits, so we found the highway from Toronto to Niagara Falls to be lined with fruit stalls. The local peaches (for which the area is renowned) were in season, so we each bought a couple of crates and came away with the aircraft smelling sweetly and the freight-hold full of peaches. From Toronto our destination was Chicago, then we spent the next week flying a figure-of-eight route from Chicago-Los Angeles-Chicago-Washington DC-Chicago-Los Angeles-Chicago-Washington DC, with overnight stays at each location. The stated aim for these 'familiarisation flights' was for the aircrew to gain experience of trans-USA routes and procedures but I suspect the real reason was a 'Jolly' - well, it was for me anyway!

I consider myself very fortunate to have had these opportunities to see the World. Geography had always been my favourite subject at school and so it was almost a dream come true to actually visit all those places that I had read about – some (Kenya, India, Australia, Fiji, the Caribbean, Hawaii) were pleasureably exotic, others (Libya, Aden) were absolutely not. Having arrived at a destination it was very unusual to have any snags to fix so these trips were invariably 'jollies' and we were just tourists. Other contemporary ex-Locking Apprentices at Lyneham – Cliff Lowes (85<sup>th</sup>), Johnny Bench (84<sup>th</sup>), Tom Pope (84<sup>th</sup>) – all had similar experiences. As Air Radio Fitters (dual-trade) we were invariably chosen for these trips over our Air Wireless Fitter or Air Radar Fitter colleagues, so we had our Locking training to thank for giving us those opportunities.

Over those years at Lyneham I concluded that of all the places I had visited, the one place that I would absolutely not want as an Overseas Posting was Khormaksar - you guessed it, I was posted to the VASF at Khormaksar!!! During my two years there I did a couple of relief detachments to Mahurraq (Bahrein), which relieved both the heat, and the stress of the security situation, in Aden (1965-1967). Also, a couple of weeks 'on safari' in Kenya (flight paid by HMG) was very enjoyable. But that was the end of my globe-trotting career with the RAF, thereafter I had to pay my own fares as a civilian – the best things in life are free!!



## The Other Side of the Examination Desk

Peter H Kay 76<sup>th</sup> Entry, Locking.

Whilst reading an old LAA Newsletter (No36 June 2003), I came across an article written by Mick Collier (76<sup>th</sup>). From this article I quote:-

“TSTS again seemed only interested in knowledge rather than understanding,…”

Mike was giving his opinion on examinations and trade testing during his time at Locking, (1954-1956) where the Trade Standards and Testing Section (TSTS), as you are well aware, were responsible for ascertaining if a candidate had a full understanding of the circuit functions of the equipment pertaining to their trade and were also competent to service and repair it. They were held in awe, often due to the reputation of the individual examiners, but their deliberations often resulted in ‘back classing’ of the unfortunate candidates who fell below the required standard.

Being in the same entry as Mike, I also concurred with his opinion, which I am sure was shared by many others of our ilk. I also kept this opinion of a typical examiner for much of my service career – that is until I was posted in 1968 to RAF Cosford to fill a post of Trade Examiner for all the Air Electronic trades, which were then, exclusively, trained at Cosford.

Reading the previously quoted article, I realised that most of the many tradesmen in the Royal Air Force (RAF), including us ex Apprentices, have little knowledge of the examination system that they had experienced, either at training school or through promotion examinations in their later service career.

In this article I will therefore attempt to provide information about the work involved in producing and then marking and analysing both the ‘Internal’ school examinations and the ‘External’ promotion examinations for all ranks in the Air Electronics Trade group. I can only give details of the systems and procedures in place during my time in Trade Standards (1968 to 1973). Therefore, everything that follows is written in the past tense, but I do know that these systems had been in place from 1963 at the latest. Female technicians and mechanics are now very prominent in the RAF but to the best of my knowledge, they never were trained as Air Apprentices. I never met any whilst serving, consequently all references I make are to the male species, but no offence is intended or implied to any female readers.

I do hope that more computer software is now used to mark and analyse the examinations, but I assume that the basic principles, so successful followed during my time as an examiner, still survive.

A prerequisite of filling a Trade Examiner post was a minimum rank of Chief Technician, or having previously passed the promotion examination and currently serving the time element before promotion to this rank. Therefore, all examiners had been “through the mill” themselves.

At Cosford, the Trade Standards Centre (TSC) as it was then named was split into two sections; one covering all ‘Internal’ school examinations and the other all ‘External’ or ‘Promotion’ examinations for the RAF. Both sections did however share many questions, and internal printing facilities, despite having separate libraries of questions; hence the need for the prerequisite for all examiners having previously passed the Chief Technician examination.

### **Internal (School) Examinations**

School examinations were conducted to test the knowledge and understanding that is required for the chosen trade of the candidates. These included: Electronic Technician Apprentices, Craft Apprentices Radar, Wireless and Navigation Instruments, with Fitter Conversion courses for all SAC mechanics in the Air Electronic trade groups.

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It is important to realise that these examinations were conducted entirely independently of the school; they were based on the agreed curriculum, not on the subjects that the school had actually taught. By doing this it ensured that the school was teaching all subjects to the agreed level which, in some cases, had been set in conjunction with external civilian examining bodies for recognition criteria. Unlike my Apprentice days in the mid 1950's, the school did not set any theory examinations, other than progress tests, and therefore all examinations counting towards graduation were set and supervised by TSC. Another difference was that most practical examinations were conducted by the instructional staff, but with TSC examiners free to attend, without warning, to ensure a fair examination was being conducted, or to take over the practical examination if considered necessary.

### **Multiple Choice Objective Questions (MCOQs)**

All of us have taken this type of examination, where crosses are placed in one of a number of boxes on the answer sheet to indicate our selection of the correct answer from others that have been offered. In the Royal Air Force this was normally confined to a choice of any one from four and it is the writing, marking and analysis of this type of question paper that I will endeavour to describe.

I agree that this system of examination has been discredited by many organisations that do not follow the correct procedures and set this type of examination paper without any understanding of the requirements for detailed analysis of the results, or the use of valid question writing techniques. Having invigilated many University and Further Education examinations since retirement, I can speak with authority on the appalling standard of many Multiple Choice questions used in the current civilian education system. As an outsider in that environment, I always attempted every examination paper of this type and would have passed many of these papers without any knowledge of the specialised subject. This was entirely due to the way the questions were written and constructed.

### **The Questions**

The objective of each question was to examine the candidate's knowledge and understanding of the subject. There was always only one 'Correct' answer and, in our case, three wrong answers or 'Distracters' as they were termed. The challenge in writing this type of question is to write three credible 'Distracters' that exploit common misunderstanding of the subject.

A master copy of every question used previously in any examination was kept on an individual record card in a library. Progressive totals were kept on the rear of each card, recording the date and number of previous candidates who had submitted answers for that question. This number was termed the 'Population'. Individual progressive totals for each of the four answers given were also recorded. This information allowed each question to be given a Difficulty Value (DV) which was simply the percentage of candidates selecting the correct answer against the current total 'Population' for that question. In addition, a further column gave a figure for the Index of Discrimination (ID), which was calculated during subsequent analysis of each examination paper. This latter statistic, its relevance and the procedure for calculating it, is described under the following heading.

### **Analysis of the Results**

Each paper was marked using a simple copy of the answer sheet supplied to the candidate, but with the correct answer squares cut from the sheet to make an answer template. This template was superimposed in register onto each completed answer paper and then, using a highlight pen or similar, each correct answer was marked on the paper. The results were totalled to establish an initial percentage mark and order of merit and these figures annotated on each answer sheet.

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All the results were then recorded onto a large (A0) size, pre-printed table, which was named the Analysis Sheet.

The details of all candidates were entered, in the established order of merit, as a list down the first column of the page, with details of the answers that they recorded for each question against them in the adjacent column. An intermediate column was then completed, giving the percentage of correct answers recorded by each candidate, which was a check on the initial percentage figure annotated on each answer sheet and the order of merit.

A row below the list of candidates names and answers was completed to give the percentage of all candidates who had selected the correct answer for each question, compared to the total number of candidates who took the examination. This, as detailed previously, is the found DV for that question, but only in this particular examination.

To ensure that a candidate who had performed above average on the paper in general had not been penalised by misunderstanding a question that a less able candidate had answered correctly, the calculation for Index of Discrimination (ID) was now performed.

A line was drawn across the page at the centre point of the order of merit, thus splitting the list of candidates in half. For each question, the number of candidates from the top half of the order of merit, who correctly answered it, was then compared to the number of those answering correctly but were in the bottom half. The answer was recorded as a percentage. If this figure had a negative value, it implied that the brighter candidates were reading something into either the question or its distracters that was not readily apparent to the less able candidate.

The final analysis of the paper now began. In consultation with the section leader, normally a Warrant Officer, various preordained criteria were applied to the results. Any question with a negative ID was normally deleted from the paper. Similarly, any question which performed substantially different from that indicated by its previous set DV was studied and, after careful consideration, could also be deleted from the paper. All papers contained 'new' questions. These could be completely original or substantially different from an existing similar question.. Note, however, that a question involving calculations could have the original numeric values changed, just to provide a different answer, or the order of distracters and answer changed without it becoming a 'new' question.. Any 'new' question which produced a DV or ID outside certain defined limits (I can't remember the exact figures) was also normally removed from the paper. A question like this was subsequently analysed, to see how it could be improved to make it suitable for future inclusion in a paper.

Every examination paper was set to a 'Difficulty Value' (DV) of approximately 70, which meant that, based on previous candidate's performance against a similar paper, the average mark achieved on that paper should be 70%. This DV was established by using questions from the library which were not only suitable for producing a balanced paper, covering all required subjects, but that their average DV was around the required DV of 70, but that they have also been answered by a set minimum number of previous candidates, to make them known and accepted as 'Stabilised'. (Again I am unsure of the actual criteria that we used.)

Obviously the actual difficulty of the paper could be skewed by including questions with a very low recorded DV and offsetting these by including stabilised easy question with a very high DV. In consequence, all 'stabilised' questions that were used in a paper had a DV that was set between certain defined limits, as detailed previously.

Additionally, any question that performed outside the accepted random criteria would also be considered for removal.

When agreement had been reached by the examiner, in consultation with the section head, that all contentious questions and their results had been deleted from the paper, a final revised

percentage for each candidate was calculated from the results of the remaining questions.. As you can imagine, these discussions were often prolonged and heated!

From my previous ramblings, I do hope that I have conveyed the very serious nature of setting an examination paper, and at no time in my experience was it done without serious discussion on all aspects of the finished product.

### **Viva Voce (Or oral examination of a failed candidate)**

If a candidate failed a paper, whether this was expected or not, he was in most cases subjected to a detailed, face to face interview. This was done to establish if further training would help or that the candidate was simply not interested in passing any examinations.

As an example of the latter, some SAC mechanics had no desire to be at Cosford on a conversion course to JT fitter. They were often married, had no desire to be separated from their wives for approximately 18 months, were happy with their lot and prepared to complete their entire term of service as mechanics. Unfortunately, the 'powers that be' did not understand this philosophy and insisted that they 'better' themselves on a fitter's course.

After deliberately trying to fail, indicated immediately to an experienced examiner by achieving less than 32% in an examination, they were interviewed in TSC by an appropriate trade examiner to establish the facts. These interviews, in my experience, were always conducted with compassion and a suitable recommendation was then made for the unfortunate airman to be returned to his parent unit.

However, most Technician and Craft Apprentices wanted to achieve their original ambition to 'pass out', as did most SAC on a conversion course. I loved the challenge of interviewing these often frightened individuals and setting them at ease. This often cost me many cigarettes, donated in those days to establish an easy, convivial atmosphere.

If a candidate failed a theory examination, I always attempted to establish the candidate's weakness, and demonstrate this to their instructor, who was often invited to attend the interview. However, the instructor was under strict instruction not to intervene and to remain silent throughout. My usual technique, which seemed to achieve the required result, was first to tell the candidate that this was not an instructional session and, therefore, I would not indicate if the given answer to any of my questions was correct or otherwise. Simple but pertinent questions were then asked. They were always applicable to the syllabus covered up to that point in training. Starting with examples of Ohm's law, using easy values that only required mental calculations, I then progressed to questions relating to each of the various topics in the syllabus. By doing this I could establish the candidate's understanding of each subject and also, importantly, demonstrate this to the instructor.

I must emphasise, it was not a 'quick fix' exercise, and often lasted several hours, with breaks as necessary. It did however give both me and the instructor a detailed understanding of the candidate's knowledge and allowed me to ascertain if he had been taught correctly, was just lacking in concentration, or didn't really understand the subject at all. My recommendations were then submitted, via my head of section, to the school. Not surprisingly, the instructors were often amazed at the misunderstandings that surfaced during these interviews, often emphasized by a sideways glance between us. This glance did however also tell me if the instructor understood my question!.

This was the most fulfilling aspect of my time in TSC. I think I did help the candidates to realize they were not up to the job and we mostly parted as friends, with a deep understanding of each other.

When someone suggests that we didn't care, I take this personally as I did care, and tried my best to be fair yet firm with all candidates who sat any of my examinations.

## **External Examinations**

Promotion examinations for the Air Electronic Engineering trade group were also compiled, marked, analysed and moderated at Cosford TSC. The question library, whilst being similar in format to that detailed previously for Internal examinations, was kept separately. In addition, the library had separate sections for each level of promotion examination. This was necessary because the 'population' of external candidates was expected to have achieved a greater depth of knowledge each time they applied for promotion to the next higher rank, and therefore the nature and depth of the questions, despite being similar, were directed towards these progressively experienced tradesmen.

Marking and analysis followed a similar procedure to that used for Internal candidates, and if a tradesman failed a promotion examination several times, he was often asked to attend an interview at Cosford TSC. This was also conducted to assess why he was failing and because his previous result certificates would have highlighted his weak subjects, why these had not been understood. A genuine effort really was made to try and help any candidate who was obviously trying hard, but was failing to achieve the required results.

The examination system I have described was, in my opinion very fair to the candidate and did achieve its objectives of establishing that they did understand the subject and that the school or individual external candidates had been taught or studied at the correct level required for their rank.

*p.s. Copies of a HMSO publication were issued to each examiner which detailed the mathematical analysis of Multiple Choice Objective Questions and stipulated the rules to which all questions should satisfy. This book was our 'bible', yet I cannot remember its title or find any reference to it on the Web. Can anyone oblige with the title, HMSO number or its availability? It was not an Air Ministry publication.*

## Humour

### Homeless Man

A man was walking down the street when he was accosted by a particularly dirty and shabby-looking homeless man who asked him for a couple of dollars for dinner.

The man took out his wallet, extracted ten dollars and asked, "If I give you this money, will you buy some beer with it instead of dinner?"

"No, I had to stop drinking years ago," the homeless man replied.

"Will you spend this on green fees at a golf course instead of food?" the man asked.

"Are you NUTS!" replied the homeless man. "I haven't played golf in 20 years!"

"Well," said the man, "I'm not going to give you money. Instead, I'm going to take you home for a shower and a terrific dinner cooked by my wife."

The homeless man was astounded. "Won't your wife be furious with you for doing that?"

The man replied, "That's okay. It's important for her to see what a man looks like after he has given up drinking and golf."



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### The Talking Centipede

A single guy decided life would be more fun if he had a pet. So he went to the pet store and told the owner that he wanted to buy an unusual pet. After some discussion, he finally bought a talking centipede, (100-legged critter), which came in a little white box to use for his house.

He took the box back home, found a good spot for the box, and decided he would start off by taking his new pet to the football with him. So he asked the centipede in the box, "Would you like to go to the football match with me today? We will have a good time."

But there was no answer from his new pet. This bothered him a bit, but he waited a few minutes and then asked again, "How about going to the game with me and cheer our team?" But again, there was no answer from his new friend and pet.

So he waited a few minutes more, thinking about the situation. The guy decided to invite the centipede one last time. This time he put his face up against the centipede's house and shouted, "Hey, in there! Would you like to go to the football match with me today?"

This time, a little voice came out of the box, "I heard you the first time! I'm just putting my shoes on"

## Aussie Humour

An Aussie truckie walks into an outback cafe' with a full-grown emu behind him. The waitress asks them for their orders. The truckie says, 'A hamburger, chips and a coke,' and turns to the emu, 'What's yours?' 'I'll have the same,' says the emu.

A short time later the waitress returns with the order 'That will be \$9.40 please,' and he reaches into his pocket and pulls out the exact change for payment.

The next day, the man and the emu come again and he says, 'A hamburger, chips and a coke.' The emu says, 'I'll have the same.' Again the truckie reaches into his pocket and pays with exact change.

This becomes routine until the two enter again. 'The usual?' asks the waitress. 'No, it's Friday night, so I'll have a steak, baked potato and a salad,' says the man. 'Same,' says the emu.

Shortly the waitress brings the order and says, 'That will be \$32.62.' Once again the man pulls the exact change out of his pocket and places it on the table.

The waitress cannot hold back her curiosity any longer. 'Excuse me, mate, how do you manage to always come up with the exact change in your pocket every time?'

'Well, love' says the truckie, 'a few years ago, I was cleaning out my back shed, and found an old lamp. When I rubbed it, a Genie appeared and offered me two wishes. My first wish was that if I ever had to pay for anything, I would just put my hand in my pocket and the right amount of money would always be there.'

'That's brilliant!' says the waitress. 'Most people would ask for a million dollars or something, but you'll always be as rich as you want for as long as you live!'

'That's right. Whether it's a gallon of milk or a Rolls Royce, the exact money is always there,' says the man. The waitress asks, 'What's with the bloody emu?'

The truckie sighs, pauses, and answers, 'My second wish was for a tall bird with a big arse and long legs, who agrees with everything I say.'



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## Man in a Bar

There I was sitting at the bar staring at my drink when a large, trouble-making job steps up next to me, grabs my drink and gulps it down in one swig. "Well, whatcha' gonna do about it?" he says, menacingly. I burst into tears.

"Come on, man," the job says, "I didn't think you'd CRY. I can't stand to see a man crying."

"This is the worst day of my life," I say. "I'm a complete failure. I was late to a meeting and my boss fired me. When I went to the parking lot, I found my car had been stolen and I don't have any insurance. I left my wallet in the cab I took home. I found my wife with another man and then my dog bit me..."

"...So I came to this bar to work up the courage to put an end to it all. I buy a drink, I drop a capsule in and sit here watching the poison dissolve; then you show up and drink the whole thing!...But enough about me, how's your day going?"

## Life After The RAF

### Ex-Apprentice wins Prestige Award

From Tony Horry 76th

I had a phone call from Bill Humble who joined 73rd entry and worked his way to 76th Entry and was medically discharged. A Life member of the LAA, Bill continues to be in touch with various people and lives in Stanthorpe, Queensland. He sent me the attached by fax for possible inclusion in the magazine - thought it may be of interest to members.

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### Stanthorpe's 2012 Australia Day Award recipients

Posted: January 24, 2012

This year there are nine recipients of Stanthorpe Australia Day Awards, as the Stanthorpe Australia Day Citizen of the Year award has been awarded jointly for only the second time in the longstanding history of the Awards.

A spokesperson from the selection panel said the calibre of this year's nominees was outstanding and it was impossible to differentiate between these two valuable community members. The last time the Australia Day Citizen of the Year was awarded jointly was in 1988 and it is only the fourth time over the lifetime of the awards that a joint award in any category has been bestowed.

Mayor Ron Bellingham said the prestigious Stanthorpe Australia Day Awards were an opportunity to acknowledge the work that is done voluntarily in communities in and around Stanthorpe and Wallangarra and that everyone who is nominated should consider themselves valued.

“These prestigious awards are important within our regional community and it is always a challenge to choose one person out of a number of nominees who all equally deserve community recognition.”

*The 2012 Stanthorpe Australia Day award recipients:*

### **The Australia Day Citizen of the Year for 2012 is William (Bill) Humble.**

Bill arrived in Stanthorpe from the UK in 1967 and he immediately embraced the life of community service. He is recognised for his membership and support of numerous volunteer organisations within the Stanthorpe community and the enormous amount of personal time dedicated to working tirelessly for many community organisations.

Bill's most significant contribution to the community is through the Australian Small Winemakers Show of which he is a key individual. He is described as the “engine room” of the Small Winemakers Show where he spends countless hours annually ensuring all tasks are completed to a high quality. The show is a premier annual event for the Australian wine industry and Bill has been instrumental in helping to raise its standard to national significance.

Service to the Rural Fire Brigade is another passion and Bill has been actively involved since 2002 mainly in the role of Community Educator helping landowners to develop bushfire survival plans. He received Rotary's Paul Harris Fellow award in 2006 for services to the local community and he was made an honorary member of Rotary in 2003. Bill performed as Town Crier for many years, adding colour to many events. He supported Stanthorpe Amateur Boxing for several years as a referee and trainer, volunteered at many Apple & Grape Harvest Festival and has been a generous and dependable support of Stanthorpe Little Theatre.

Bill's nomination for this award correctly puts him as an affable, warm-hearted and open personality which enables him to engage with a myriad of people across all ages. He leads by example with his tireless work effort and his unassuming manner motivates all around him.



## RAFLAA 47th Committee Meeting

Venue: Flowerdown House, Weston super Mare

Date: Thursday 23<sup>rd</sup> February 2012 at 13.00 hrs

The minutes of the meeting were not available in time for this issue of the Newsletter. They will appear in the next issue.

## Stop Press -90<sup>th</sup> Anniversary

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

The Halton AA will be organising the celebration of the 90th anniversary of RAF Apprentice Training, which is to be held at the National Memorial Arboretum on the 12th May 2012. Our Association have been allocated 6 tickets; additional guests will be charged £15 per head. So that Halton AA can finalise numbers, they have requested that numbers from other associations be provided by the 1st Mar. In order to represent our Association, myself and our President, Martin Palmer, will account for two of the allocations. On the basis of first-come-first-served, please contact me on 01908 583784, or preferably by email: [hans.kuhle@btinternet.com](mailto:hans.kuhle@btinternet.com) and I will liaise directly with Halton.

My apologies for the lateness of this information, but I've been away, and not had confirmation of the exact date until today. (14-2-12) I hope that we can take all the tickets available, to give a good representation of the RAFLAA.

*This item came in just as I sent the Newsletter for publication – hence the title -Ed*

## Obituaries

### Vic Gibbs 87<sup>th</sup>/88<sup>th</sup> Entry

From Chris Bryan 87<sup>th</sup>

It is with great sadness that we have to announce the death of Vic Gibbs, who died on 5<sup>th</sup> January 2012, after fighting a long battle against cancer. I am sure that his easy going manner which he displayed at RAF Locking, will be remembered by all who knew him.

Before joining the RAF Apprentices as a member of the 87<sup>th</sup>, Vic had been at boarding school for five years, which gave him the advantage of coping with the vagaries of the senior entries.

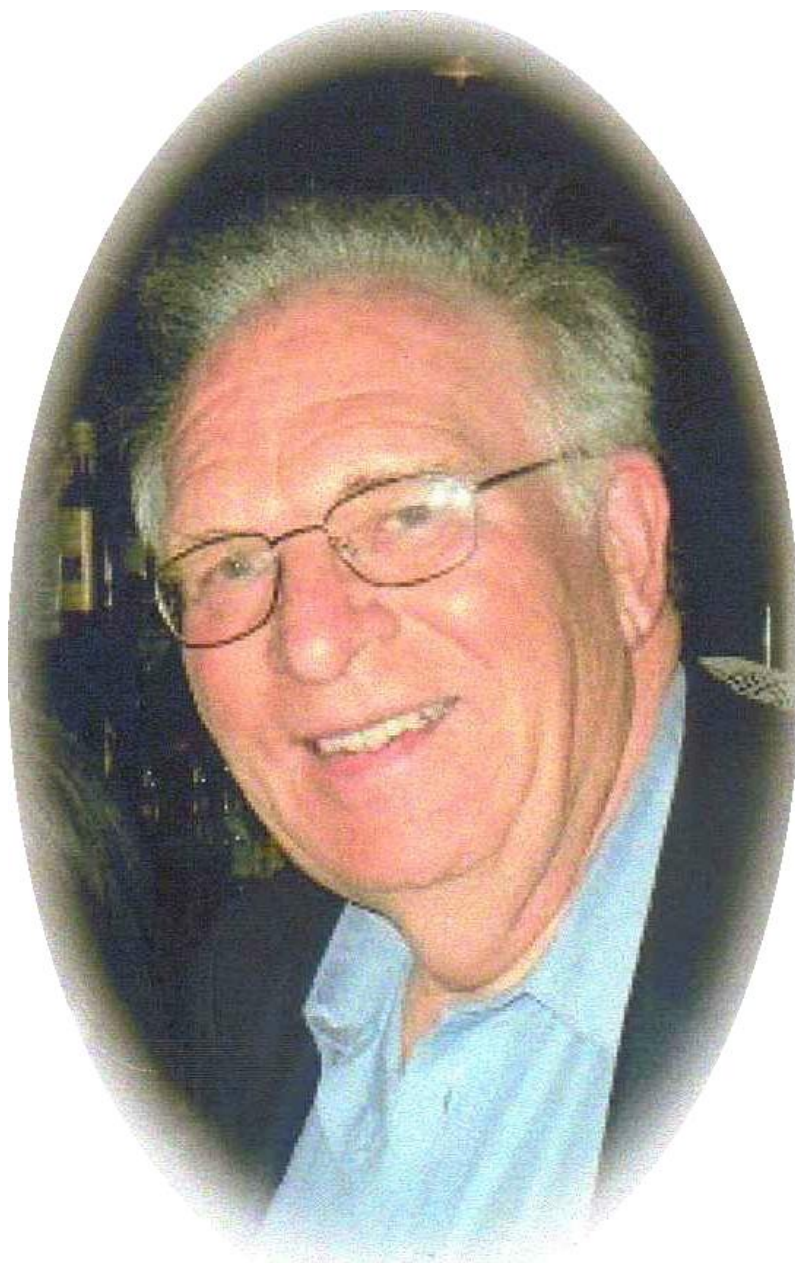
A little short of a year after joining, Vic contracted an ear infection, and was dispatched to RAF Wroughton, in order to recuperate. He was away too long to catch up with the demanding education in electronics, and was "F/T'd" to the 88<sup>th</sup>, passing out as a ground radar fitter towards the end of 1960.

His first posting was to RAF Boulmer in Northumberland where he stayed for three years. He was always interested in theatre lighting, and his training as an apprentice stood him in good stead for what was his hobby, and later to be his profession.

After Boulmer, Vic was seconded to Kuwait for 2 years, where he joined the amateur dramatic group run by ex-pats, and did work for them as a lighting engineer. He enjoyed the work as much as meeting new people. He was then posted to RAF Buchan, but after a few years, thought that life outside the RAF, would be better than staying in, and so joined Stand Lighting and was seconded to Yorkshire Television. As a lighting engineer with YTV, he travelled extensively in Europe, and North America.

Vic then found lucrative opportunities in the Middle East designing and building TV studios, where he spent time in Iran, Iraq, Syria and Bahrain.

Whilst British Airways were fighting in the American courts to allow their Concorde to fly into New York, they had to make use of them elsewhere, and had regular flights to Bahrain. It was on one such of these flights that Vic secured a place, whilst securing a contract in Bahrain.



## Royal Air Force Locking Apprentice Association

On one occasion, in 1979, he found himself stuck in Damascus, without a flight home for a few days. He therefore opted to hire a taxi to take him to Beirut, (about 80 miles away) from where, there was a daily BA flight back to the UK. Because Lebanon was in the middle of civil war at the time, his boss offered him a gun, to protect himself en route to Beirut. He did return the gun by way of the taxi driver, when at the airport.

In the early 1980's he was tasked with developing the Asian market and this where he met Annie in Hong Kong while on business. In the late 1980's after marriage Annie gave birth to his only son David.

In the 1990's Vic moved to work in the Hong Kong Office of Stand Lighting where he and his family stayed for 6 years as he continued as a Project Manager developing the Lighting TV infrastructure for various TV companies across Asia. In 1999 they returned back to the UK.

After he left Stand Lighting in 2002 with an idea and concept, the desire and passion to set up his own company became a reality and was suitably called Broadcast Lighting Systems, using the contacts and he had gained over the past 40 years he was able to establish himself as a very popular figure among his fellow professionals and friends.

Vic was an enthusiastic member of the LAA and he put in a great deal of work as a member of the Committee. His efforts will be sorely missed as will his good nature and charm.

## 683656 Bryan J Chillery

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

It is with great sadness that I have to report the death of Bryan Chillery on Friday 9<sup>th</sup> December 2011 age 71.

Bryan, who was born in Ealing London on 13 June 1940, was one of the stalwarts of the 87th Entry, for besides being gifted academically, he regularly kept his billet colleagues spirits up during boring bull nights, especially with his many jokes and stories of his time spent at Boarding school. He was a brilliant all rounder, participating in virtually every sport imaginable but excelled especially in Rugby, Pole Vaulting, Boxing and also Gymnastics, in which he and I were members of the Apprentice Wing gymnastic team, giving trampoline and vaulting displays all over North Somerset.

Bryan, or "Chill" as he was affectionately known, progressed to box for the Wing in inter-service competitions, on one memorable occasion thrilling every member of the billet as well as the whole Apprentice Wing watching him defeat his Army opponent from the nearby Chepstow Camp. After graduating from Locking in 1960 he continued to box for Group, Command and eventually the RAF, becoming Welterweight Champion in 1962.

Bryan embarked on a wide ranging service career, starting at Chivenor (working on Hunters) to Cyprus (Hastings, VC10's Beverley's) and Colerne (Hastings 2<sup>nd</sup> line).

He gained his Wings in 1969 and as Co-pilot on the Mets Comms Sqdn VIP Andover Mk2, flew from Abingdon all over Europe, but then with the 1974-77 fuel crisis he did a stint as a Schools Liaison Officer for the Greater London and Essex area.

Offered the chance to transfer to Air Traffic Control, he was pleased when this enabled him to meet up at Shawbury with one of the Entry's Flight Commanders, Les Harris, who was by then Command ATC Officer, on a regular inspection. Chatting to Les like old pals in front of the full range of instructors, many of whom were of much higher rank, made that day somewhat special.



After ATC duties at Manston, Marham and finally Odiham he spent his last 5 years as a passenger on Andover's once again, flying from Benson to different airfields to prove their search and precision approach radars.

Bryan eventually took early retirement in June 1990 at age 50, settling at Tamerton Foliot near Plymouth with his partner Ephra where, amongst other things, he took up photography and with

## Royal Air Force Locking Apprentice Association

another retired RAF colleague, gave slide show presentations at old people's care homes in the area, which gave him much pleasure. Bryan kept up a range of fitness routines including swimming, continuing still his pole vaulting with Plymouth AC right up till 2007, together with regular 5 mile runs around the local Burrator reservoir, as well as also taking up sailing in his own small boat on the river Tamar. He had an infectious enthusiasm for everything he attempted, for besides regularly fixing any number of broken down scooters for family members, as well as for resale to make an extra bob or two, his latest idea was to design and build a human powered 'Ornicopter' which he eventually managed to demonstrate at a local carnival event.

He joined the LAA and at the 2007 AGM was immensely pleased to renew friendships with a number of his Entry colleagues including his boxing chum Tiny Kuhle, Rugby fly-half 'Charlie' Trussler, as well as Chris Bryan, Stu Colbourne, Barry Dinnage and Brian Garrat. Two years later I had the good fortune to join the same band of regular 87'ers, meeting up with my old team-mate once again after 49 years adrift. We both subsequently kept in regular touch by email, BJC to BJC, naturally reminiscing about incidents while in the gymnastic team, our various trips to the Glen dancehall in Bristol and all things regarding time at Locking.

Bryan and his partner Ephra joined nearly 70 Entry members for our wonderful 50<sup>th</sup> Anniversary reunion on 19 May 2010, just a couple of weeks previously having made a great 87<sup>th</sup> Golden Entry speech at the AGM, which was attended by his sister Pat who had come over from Canada. This was sadly to be his last, as the following year the treatment for his illness prevented him from attending, although he had plans right up to the end to make it to the next in 2012.

My wife and I had the pleasure of Bryan and Ephra's company again at the beginning of October, where over a meal together at his local pub he insisted, although he was struggling, that he would accompany us the following day on a trip to the nearby fishing harbour of Looe. We had a wonderful day together where with his ubiquitous camera round his neck, he photographed everyone and everything that took his fancy, and of course indulged in even more reminiscing till very late in the afternoon.

Along with his family and many other friends', four members of the 87<sup>th</sup> attended the funeral on Dec 20<sup>th</sup>. 'Charlie' Trussler accompanied by his wife Sue, John Lloyd, Will Scarlett and myself, gathered to say goodbye to our dear old pal "Chill" knowing that many other members who couldn't make it were also there in spirit.

The most determined and strongest willed person I have ever known, Bryan was always the optimistic and a fighter right to the end, and he will be greatly missed by all his friends and 87 Entry colleagues, but never forgotten. He led a very busy life right up to the end, but knowing that sport was always in his blood I am sure Bryan will continue practicing the trampoline and vaulting up there in the wide blue yonder to his heart's content.

658 to 656, over and out old buddy.

## Closing Thought

From Brian Chisham 92<sup>nd</sup>

A man and his dog were walking along a road. The man was enjoying the scenery, when it suddenly occurred to him that he was dead. He remembered dying, and that the dog walking beside him had been dead for years. He wondered where the road was leading them.

After a while, they came to a high, white stone wall along one side of the road. It looked like fine marble. At the top of a long hill, it was broken by a tall arch that glowed in the sunlight.

When he was standing before it he saw a magnificent gate in the arch that looked like mother-of-pearl, and the street that led to the gate looked like pure gold. He and the dog walked toward the gate, and as he got closer, he saw a man at a desk to one side. When he was close enough, he called out, 'Excuse me, where are we?'

'This is Heaven, sir,' the man answered.

'Wow! Would you happen to have some water?' the man asked.

Of course, sir. Come right in, and I'll have some ice water brought right up.' The man gestured, and the gate began to open.

'Can my friend,' gesturing toward his dog, 'come in, too?' the traveller asked. 'I'm sorry, sir, but we don't accept pets.'

The man thought a moment and then turned back toward the road and continued the way he had been going with his dog. After another long walk, and at the top of another long hill, he came to a dirt road leading through a farm gate that looked as if it had never been closed. There was no fence.

As he approached the gate, he saw a man inside, leaning against a tree and reading a book. "Excuse me!" he called to the man. "Do you have any water?"

'Yeah, sure, there's a pump over there, come on in.'

'How about my friend here?' the traveller gestured to the dog.

'There should be a bowl by the pump.'

They went through the gate, and sure enough, there was an old-fashioned hand pump with a bowl beside it. The traveller filled the water bowl and took a long drink himself, then he gave some to the dog. When they were full, he and the dog walked back toward the man who was standing by the tree.

'What do you call this place?' the traveller asked.

'This is Heaven,' he answered.

'Well, that's confusing,' the traveller said. 'The man down the road said that was Heaven, too.'

'Oh, you mean the place with the gold street and pearly gates? Nope. That's hell.'

'Doesn't it make you mad for them to use your name like that?' asked the man.

'No, we're just happy that they screen out the folks who would leave their best friends behind.'

## RAFLAA Committee

Appointment	Name	Address	Tel/email	Re-Election	Entry
President	Martin Palmer				91 <sup>st</sup>
Chairman	"Tiny" Kühle	22 Tavistock Close Woburn Sands Milton Keynes Bucks MK17 8UY	(01908) 583784 <a href="mailto:Hans.Kuhle@btopenworld.com">Hans.Kuhle@btopenworld.com</a>	Apr 2013	87 <sup>th</sup>
Secretary	Chris Bryan	39 Fairfax, Bracknell, Berkshire, RG42 1YT.	(01344) 304725. <a href="mailto:suechris.bryan@googlemail.com">suechris.bryan@googlemail.com</a>	Apr 2014	87 <sup>th</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>	Apr2013	76 <sup>th</sup>
Membership Secretary	Jim Doran	11 Saxonlea Close Rushden Northants NN10 6BF	(01933) 317357 <a href="mailto:Jimdoran12@hotmail.com">Jimdoran12@hotmail.com</a>	Apr 2014	219 <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>	Apr 2012	91 <sup>st</sup>
AA Rep/ Webmaster	Peter Crowe	14 Hillview Road Weston-super-Mare N. Somerset BS23 3HS	(01934) 412178 <a href="mailto:webmaster@raflaa.org.uk">webmaster@raflaa.org.uk</a>	Apr 2012	95 <sup>th</sup>
Craft Rep	Graham Beeston	87 Hornbeam Rd Havant PO9 2UT	Home (02392) 346242 Work 07920038690 <a href="mailto:graham@mapleoak.co.uk">graham@mapleoak.co.uk</a>	Apr 2012	209 <sup>th</sup>
Tech Rep	Andy Perkins	107 Balmoral Way Worle Weston-s-Mare BS22 9BZ	(01934) 417323 <a href="mailto:am.perkins@virgin.net">am.perkins@virgin.net</a>	Apr 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>	Apr 2012	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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