



RAFLAA Newsletter

SERIAL 55

NOVEMBER 2009

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Editor's Notes

Hello to you all,

The comments in this edition show that you do read this Newsletter. That's great – I will keep churning it out if you send me the materials.

First I must apologise to Brian Davies. He wrote:

Hi Chris

Just a quicki. Please note the error (?) on page 46 of the current newsletter, Re: the pic I sent.

Should be "From Brian Davies 76th Entry" not the 91st. This could of course be subterfuge on your part not to give away my location to readers in June 1971 (Joke).

To get my own back, another item is about to be written for you!

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I had this nice comment from Ken Allen

Hi Chris,

What a bumper issue of the NL this time. Congratulations to all. I just have one 'memory' to say at this time but I saw Cpl Rice (DI) mentioned. I owe a lot to this gentleman due some advice he gave which has been invaluable throughout my stellar career. After marching to the armoury to be issued with our drill rifles he asked to question "What's the 1st thing you do before you clean your rifle?" The general consensus was to make sure it wasn't loaded but this was not so. The correct answer was "Make sure it's your rifle" - deep and meaningful and one which has stayed with me ever since.

Keep up the good work,
Ken Allen (87th)

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I drew a line under the Victor in the last edition, but felt I had to include this from Vic Ludlow, 68th.

XA919

I passed the item about instructional airframes at W-s-M airfield in the latest Newsletter to Jim Newman, 68th, now living in N America. He responded with this:

"A very emotional read for me. Not only will you find my signatures all over the F.700.....but also in the flight manifest, since I flew a few times in her. The Victor was a much more pleasant aircraft to occupy than either the Valiant or Vulcan....since the view through the cockpit windows and windshield were magnificent, the step down to the front seats being a very convenient viewpoint.

She was certainly not at Locking in 1956. She was very solidly based at A & AEE! One incident I well recall was her flopping down on to her radome in a very undignified manner....rather like a fat old lady taking a seat!

Hearing the wail of engines, I looked up from my desk to see XA919 facing my office window and engines running....the Crew Chief (then only a Sgt because of an acute shortage of C/Techs) stood with arms raised ready to get the aircraft to taxi. A "bod" was under the port leading edge disconnecting the ground power unit, when suddenly the whole aircraft suddenly descended on him! He scuttled out like a startled rabbitand the engines wound down.

It was explained to me by my Airframes neighbour that the safety microswitches on the undercart were all wired in series, and the nosegear micro switch (the last in the series) became "jumped" by water...causing the noseleg to unlock and fold.

We also had XA920 and XA921...all on various trials.

Wonderful days that I NEVER will regret. The thrill of being "in on the ground floor".

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I received some feedback from Neil Palmer (75th) on the [‘Was it really so Good?’](#) article:

Peter Platt's article "Was it really so good?" has triggered me to write the following....

Being the same vintage as Peter, I could simply say "Here! Here!" However I would like to elaborate two points, first quality of training and second, choice of trade.

Training

I agree that technical training was slow, but let's give credit to the thoroughness with which the basics were taught, specifically for the passing of exams. However I believe that military training and indoctrination was given much more emphasis than technical and academic training. Although we did have the opportunity to take City and Guilds Radio exams, the encouragement to sit external exams was lacking. After a three-year Apprenticeship we should have been candidates for HNC. This opinion was derived from my contact with several National Servicemen, SAC's serving their two years, with whom I worked after passing out. They were interested to know where I had spent the past three years, whilst they had been at tech college working for HNC.

Choice of trade.

Oh yes! I do agree with Peter's point about the arbitrary allocation of our trades.

I had been attracted (lured) into this situation by the RAF recruitment leaflet which described the job of Air Radio Fitter. The other trades were simply not worth twelve years of my life. I had almost forgotten my disappointment until Peter's article re-activated my resentment. I was trapped!

Having passed out as Ground Wireless Fitter (C,T,R,L), after a few years I ended up teaching the guidance system of the Thor missile. This was the happiest time of my career. I was then classed as Miss Fit (G). Just my luck! I couldn't even achieve grade 'A' as a misfit.

Back as GWF, the magic year 1966 approached. Most of the Ground Wireless jobs in UK had been civilianised. The turn-around time between overseas postings was generally less than a year and there were many one-year unaccompanied postings looming. Fortunately, this was an ideal time to leave the RAF to get into the computer business.

Personal notes.

Whether my three years at Locking was all that good or all that bad, I believe that the experience, or the ordeal, is critical to the person which I am. I have enjoyed reading articles in the Newsletter which have evoked memories of Locking. I have the impression that Apprentice life started to improve from the late 1950's. In my retirement, I realise whilst performing my domestic duties and running my own daily routine, how much I owe to those three years at Locking.

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I had some feedback on Brats Museum from Tony Moody 84th.

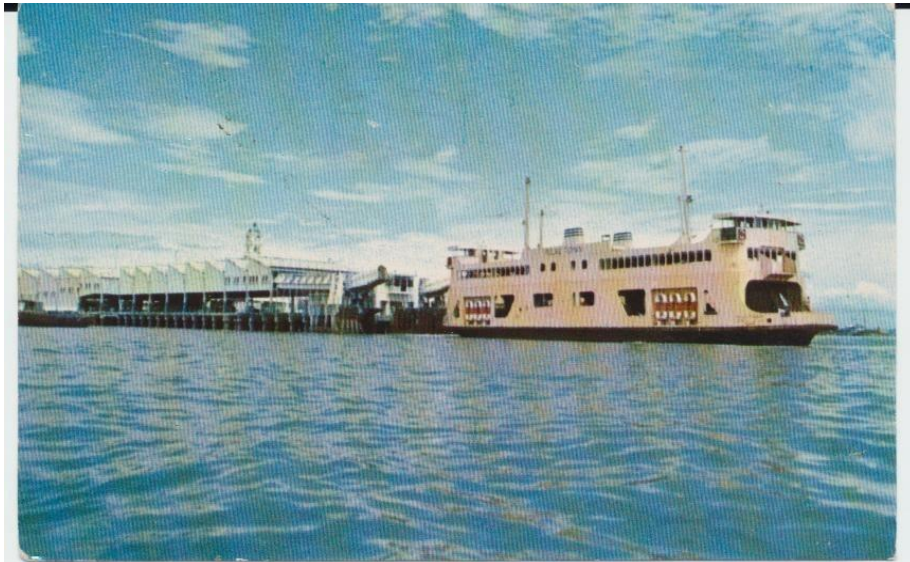
John Birch's comments about the Apprentice and Boy Entrant Exhibition at the RAF Museum, Hendon prompted me to make arrangements with Richard Simpson, who is the Keeper of Aircraft and Exhibitions, to pay a visit. I had a very pleasant 90 minutes with him and he took me to the upper floor to see the exhibition. I know he won't mind me saying that it wasn't much of an exhibition consisting mainly of group photographs. Even so, it was worth the visit especially as Richard told me that the exhibition is to be dismantled due to a shortage of staff and a Government ban on recruitment caused by the recession. He spoke of the possibility that a new Apprentice Exhibition might be provided at the RAF Museum at Cosford instead, although he was quick to point out that no decision could be made for some time yet.

Royal Air Force Locking Apprentice Association

One thing I did not get any answers to was the 'Where was this?' question about the photo opposite.

For those that don't know, it is the Penang Island Customs Shed and Penang ferry, I gather there is now a bridge connecting the Island to the Malaysian mainland.

Regards
Brian Davies 76th



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The picture of Locking caused some feedback. Andy Perkins 109th writes:

Ref the article about the aerial view of Locking in the late 60s Pg 34 -35, I reckon the picture was taken a lot earlier When I arrived in '65 most of the huts had already gone and the brick blocks that replaced them were very much in evidence, in fact the whole of the apps wing blocks and the airmen lines were in use.

The only huts that were left were the Apprentices NAAFI, the Locking Society, Medical centre -- sorry sick quarters, Station HQ and the area around Post Office Road, Apprentice Wing HQ at the top of the hill above the rifle range, the area around where the new gym and Airmen's' NAAFI were built and 8 area. No one was living in any of the huts.

This article is another one, just like the Victor that will attract comments!

Andy has a point. Can anyone date the picture better?

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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 - 23rd January for March 09

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

Email: Chris@crtett.plus.com

Tele: 01908 583047

45 Chapel Street

Woburn Sands

Milton Keynes

Bucks

MK17 8PQ

Committee Meeting

Minutes of the 42nd Committee Meeting of the RAF Locking Apprentice Association

From Dave Gunby, Secretary

Venue: Flowerdown House, Weston super Mare

Date: Thursday 23rd July at 12:30 Hrs

Present:

Tiny Kuhle	87 th	Chairman
Dave Gunby	72 nd	Secretary
Tony Horry	76 th	Treasurer
John Farmer	77 th	Membership Secretary
Andy Perkins	109 th	Tech Rep
Graham Beaston	209 th	Craft Rep
Chris Tett	92 nd	Newsletter Editor
Peter Crowe	95 th	AA Rep/Webmaster

Absent: Rick Atkinson 91st Service Rep

The Chairman opened the meeting at 12.40 with a greeting to all followed by a reading of the Apprentice Prayer.

ITEM 1 Apologies

No apologies had been received

ITEM 2 Minutes of Previous Meeting

It was proposed by Andy Perkins and seconded by Peter Crowe that the minutes of the 41st Committee Meeting in February 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 for this meeting.

ITEM 4 Treasurers Report

The report was given by Tony Horry.

Accounts as per the income/expenditure statement.

Accounts are based upon bank account to 8th July 2009.

AGM 2009 Income for AGM 2009 = £3031.50 includes the £149.00 raised at the dinner and the Expenditure was a total of £3,836.45 The payment to the Webbington was £3570.45 ; £200 for the "Atlantic Crossing "Music duo; £50 for the Trophy recipient; £16.00 refund for over payment Donation of £150 was made to Troop Aid.

Total Overall expenditure to the Association of £804.95

Investment November 2008 = £5348 invested for 12 months from October 2008 at rate of 4.29% gross on the advice of HSBC. This will mature in November 2009 and I will take advice on re-investment from HSBC.

Royal Air Force Locking Apprentice Association

Balance brought forward from 31 January 2009
(end of FY 08-09)

Business Money		
Manager A/C		£ 3,709.23
Current A/C		£3,183.39
Cash		£19.33
Deposit Bond		£5,348.63
Total Funds B/F		£ 6,911.95

Income (Sales)			Expenditure (Purchases)	
Membership Renewals			Pins	£0.00
Cheques = 39		£300.00	Name Badges	£12.00
Standing Orders			Ties	£0.00
= 127		£1,267.50	Videos	£0.00
			AGM	£3,836.45
New Members = 6		£90.00	Other	
			Donations	£240.00
Life =		£200.00	Direct	£4,088.45
Sales - Video =		£3.00	Expenses	
Sales - Ties = 4		£30.00	Audit	£50.00
Sales -		-	Refunds	£10.12
Wheels/Lapel/Coins		£72.00	Bank Charges	£0.00
Sales - Coasters			Advert	
=		£15.00	Overheads	£60.12
AGM		£3,031.50	Travel	£240.80
Window			Printing	£299.44
Donation	£	-	Telephone	£106.61
Interest -			Postage	£195.31
Moneymanager A/C		£1.58	Stationery	£10.22
Current A/C	£	-	Total	£852.38
			Expenditure	£5,000.95
Total Income		£5,010.58	Surplus/Deficit	£9.63

Deposit Bond	£5,348.63
Business Money Manager A/C	£3,710.81
Current A/C	£3,186.44
Cash	£24.33
Total Funds	£ 12,270.21

A. Horry, Treasurer,
21st July 09

Royal Air Force Locking Apprentice Association

Refunds		
Ian Davies	AGM over payment	16.00
Graham Holbrook	Subscription – bank error Cheque not presented.	60.00

Donations		
RAFA Flowerdown House	40.00	
Peterhead Sea Cadets	50.00	Sam Allen (76 th Entry)
Troop Aid	150.00	Donation from AGM Fund Raising
“Hearing Dogs for deaf people”	50.00	Mike Barker (85 th Entry) Cheque not yet presented (12/6/09)

A. Horry, Treasurer, 21st July 09

Acceptance of Tony's report was proposed by the chairman and seconded by John Farmer. All agreed. In addition a further proposal that a donation of £40 should be made to RAFA Flowerdown House in return for their hospitality was made by Tony Horry and seconded by Peter Crowe. All agreed.

ITEM 5 Membership Secretary's Report

The report was given by John Farmer, Membership Secretary

General

Since the AGM the Association has gained several new members, unfortunately a member has passed away (Mike Barker 85th) and one 'lost' member (Colin Hicks 99th) has returned (as a Life member!) The number of active members remains constant

There are still a few members who have subscription payment defaults. Several members are still having problems with their Standing Order Mandates. 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 although some names have been removed from the Active list for non-payment of subscriptions.

Advertising

The Association continues to advertise in the RAFA magazine. We will be delighted to receive ideas about or sources of (Free or cheap) advertising.

Life Membership and Standing Orders

Life membership is still a very attractive solution to subs payments. The problem with members who pay subscription by SOM and who have failed to update the subscription amount paid by their bank (to £10.00) 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 2008.

- There are 662 names on the database (an increase) of which 357 are 'active' (no change).
- 2 new members have joined.
- No members have resigned and 1 member has passed away
- 3 more members have applied for life membership giving a total of 75 life members.
- There are now 213 Members paying by SO and 66 members paying 'cash'.
- 3 names have been removed from the membership list for non payment of subscriptions

Changes of personal details

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

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Dave Gunby proposed acceptance of John's report and this was seconded by Chris Tett and all agreed.

ITEM 6 Secretary's Report

The Secretary reviewed the correspondence since the last committee meeting which mainly concerned invitations and acceptances to our AGM/Reunion to and from other Associations. Letters of condolence were sent as necessary.

ITEM 7 SWDA

The Secretary had progressed the Locking Parklands development with the Clerk to the Locking Parish Council and found that, although there had been a meeting recently, there had been little progress to report. The meeting mainly concerned the construction of roads and some building and was deemed to be Phase 1. The renovation of the Church and its surrounds was not part of Phase 1 and no indication was given as to what Phase, if any, it would be included in. The Secretary will continue to monitor.

Action:- Secretary

ITEM 8 AGM 2009

The Committee reviewed this year's function in detail. There had been no detrimental feedback from the event save for a minor criticism of the beef course at the dinner. The Committee felt the Webbington Hotel catered very well to our requirements. The staff were very helpful and the food was good and well presented. The Committee's pleasure manifests itself with a booking for 2010.

There were, however, some things that the Committee were not happy with regarding the behaviour of attendees. As a result of a lengthy discussion it was decided that:

Guests would continue to be allowed with ex-Apprentices being preferred. The member inviting the guests would be solely responsible for their behaviour. The Committee will review the number of guests allowed and also a proposal of a £10.00 surcharge to guests.

With regard to table reservations at dinner, the Committee were unanimous in their decision not to have a seating plan and that overt table reservations would not be allowed. Members are reminded that this is an Association dinner not an Entry one.

ITEM 9 AGM 2010

The Webbington Hotel has been booked for our 2010 AGM/Reunion on Saturday 24th April. The Rowberrow Suite will be used for the Meet and Greet and the AGM, as this year, and will also be available to us exclusively in the evening. This will enable us to introduce a reduced price bar facility to compliment the Dinner.

It was agreed that a sum, not exceeding, £1500 would be set aside for the 2010 event and £200 would be sent to the Webbington as a deposit. This was proposed by the Chairman and seconded by Graham Beeston.

The evening entertainment will again be provided by "Atlantic Crossing" following their popular debut at this year's function.

The Committee decided that a coach trip facility would be provided for guests while the AGM is taking place. Andy Perkins provided the Committee with approximate costings. The Treasurer will include the offer in his AGM/Reunion Application form.

Action:- Tony Horry

ITEM 10 RAFLAA Website

There were no reported problems with the Association website. Peter Crowe said that there had been a problem resulting in the "Forum" facility being unavailable but although the fault had been cleared the Forum was not reintroduced due to its sparse use. The AGM Application form would be put on the web site when available. The Committee thanked Peter Crowe for his continued work.

Action:- Peter Crowe

ITEM 11 Newsletter

The Editor was pleased with the production of the Newsletter and wondered if there was a limit to the size for printing purposes. Graham Beeston suggested that the Newsletter be restricted to 48 pages as his stapler becomes stressed beyond that thickness. The Committee thanked Chris for his continued good work.

ITEM 12 FABEA (Federation of Apprentices and Boy Entrants Associations)

The Association hosted this year's meeting in rotation. The meeting took place at RAF Halton Officers Mess on July 15th. Chairman and Secretary attended on behalf of RAFLAA. Each Association gave their respective annual reports. There followed a discussion with regard to the form of celebration of the 90th Anniversary of apprentice training should take in 2012. It was generally agreed that an event at the National Memorial Arboretum would be most appropriate and each Association was asked to consult its members and report back to the FABEA Meeting on July 14th 2010. Our Association is the only one of the constituent Associations not to have a memorial at the NMA.

It was proposed by the Chairman and seconded by the Secretary that the RAFLAA will support the proposed event in 2012 and all agreed.

ITEM 13 Any Other Business

- a) Production of Certificates for high achieving Students at No1 Radio School is in hand and they will be presented at the Annual Lunch on October 22nd. The lunch will be attended by the Chairman and Secretary.

Action :- Chairman, Secretary

- b) Further to our lack of representation at the NMA referred to in Item 11. The Secretary is authorised to look into the cost of a minimum provision and to meet with the NMA Authorities if and when necessary. He will report to the next Committee meeting.

Action :- Dave Gunby

- c) The Secretary reminded members that 3 significant posts on the Committee are due for renewal at the next AGM.

- d) John Farmer had received a round robin from St Clement Danes appealing for funds. This would be published in the next Newsletter.

Action :- Chris Tett

ITEM 14 Date of Next Meeting

The next Committee meeting will be held on 18th February 2010 in Flowerdown House at 1300hrs. Tony Horry will liaise with the Manageress re the reservation of a room for the meeting.

Action :- Tony Horry

The meeting closed at 14.46 Hours

NOTICES

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



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.

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.

Royal Air Force Locking Apprentice Association

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

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 – 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 booking form and return as per the instructions on the form.

Provisional timetable

Friday 23 rd April 10	18:00	Informal Meet and Greet at the Webbington
Saturday 24 th 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 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)
- Apple Central – 01934 413413
- WSM cars 01934 513333
- ARC Taxis 01934 412222
- Worle Cars 01934 513344
- Woodspring Taxis 01934 414141

Royal Air Force Locking Apprentice Association

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

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

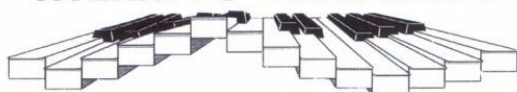


Following the good reception last year, your committee has again engaged **Atlantic Crossing** to provide live music for dancing after the dinner. Mike & Linda have been working together professionally since 1971 and have performed in many top class venues.

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

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

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Whole Plaice

Gently grilled with herb garlic butter, accompanied with confit 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

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Eton Mess

With strawberries, Chantilly cream and meringue

Rhubarb & Raspberry Frangipani

Chocolate Brownie

With clotted cream

Mixed Sorbet

Selection of Cheese and Biscuits

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Tea and Coffee Served with Mints

**APPLICATION FOR RAFLAA AGM – 24th 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.

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

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

Tel: 01934 750100. email: sales@webbingtonhotel.ecilpse.co.uk

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**

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

St Clement Danes Appeal

We have received a letter asking for support for St Clements Danes Church - Ed

**From: Air Commodore Paul J Hughesdon MA FlOD FCMI RAF
Assistant Chief of Staff Personnel Policy
And Trustee St Clement Danes**



**HEADQUARTERS
AIR COMMAND**

Royal Air Force
HIGH WYCOMBE
HP14 4UE

20090603-SCD50thAppeal

Mr J Farmer
RAF Locking Apprentices Association,
8 Glenmore Road
Minehead
TA24 5BQ

3 June 2009

Dear Mr Farmer,

ST CLEMENT DANES - 50th ANNIVERSARY

As you might be aware, the Royal Air Force celebrates its Foundation on 1 April and there is a special service every year at St Clement Danes, the Central Church of the Royal Air Force. This year is very special as we continue with the 50th Anniversary of the re-consecration of St Clement Danes.

A church has stood on this site for over 1,000 years, and tradition holds that the first church was built by the Danes expelled from the City of London by King Alfred in the 9th Century. The Church was mentioned in William the Conqueror's Domesday Book (1086) and for nearly 150 years was in the care of the Knights Templar (1170-1312). Having largely escaped damage in the Great Fire of London in 1666, the Church was enlarged in 1681 by Sir Christopher Wren, and a steeple was added to the tower by James Gibbs in 1719.

Incendiary bombs gutted the building on 10 May 1941, leaving only the walls and tower standing, so ending another chapter in its rich history. In 1953, the Diocese of London kindly handed St Clement Danes into the Air Council's keeping and a worldwide appeal was launched to reconstruct the building. Bequests and donations from organisations and individuals were received from every corner of the United Kingdom, the Commonwealth and the world, and within two years restoration work began. This was a truly remarkable feat given the difficulties of the post war years!

The refurbished Church was re-consecrated in 1958 as a perpetual shrine of remembrance to those members of the Royal Air Force and Allied Air Forces killed on active service during the Second World War.

St Clement Danes is no ordinary church - it is the Central Church of the Royal Air Force. It is a perpetual memorial, honouring the past, supporting the present and providing a focus for worship in the future. Indeed, it is the only place that has Books of Remembrance that record the names of all those who have fallen whilst on duty with the Royal Air Force. It is also a place where serving

Royal Air Force Locking Apprentice Association

and retired members of the Royal Air Force, and their families, can find peace, tranquillity and comfort in the midst of our busy capital city, and remember those who have paid the ultimate sacrifice for their Country.

It is a living church in which prayers are said daily and which receives thousands of visitors each year seeking solace and reflection.

Fifty years ago, our predecessors had the generosity of spirit and foresight to endow the Church with sufficient funds to secure its future for the first 50 years. It now falls to us to similarly underpin the Church's future for the next 50 years. The Trustees have, therefore, established a 50th Anniversary Appeal to raise the necessary £2M endowment. This is a significant sum, but one that is less - in real terms - than that raised 50 years ago.

Given the spiritual importance of St Clement Danes to the Royal Air Force I hope that you will feel able to support this worthy cause. Contributions can be made in a variety of ways, all of which are explained in more detail in the enclosed sheet. No matter how large or small a donation you are able to make to the Appeal, I would like to express my deep gratitude, on behalf of the Trustees and every member of the Royal Air Force, for your support and generosity - it really is appreciated.

Yours sincerely,

Paul J Hughesdon

You can support St Clement Danes 50th Anniversary Appeal in a number of ways:

By making a donation online at: www.st-clement-danes.co.uk

By writing a cheque to **St Clement Danes Fund** and posting it to:

St Clement Danes, Strand, London WC2R 1DH

By leaving a gift in your Will:

A legacy is a specific amount, of money or property, which you state in your will, which is to be given to charity after your death, by the executor of your estate. This can be '£xxxx' or 'the proceeds of the sale of my house' or 'the residue of my estate after all other legacies have been paid'.

1. Suggested wording for a PECUNIARY LEGACY.

I give to St Clement Danes, Strand, London WC2R 1DH, Registered Charity No. 250350, the sum of, £xxxx, free of Inheritance Tax for its general charitable purposes and I direct that the receipt of the Treasurer for the time being or other duly authorised officer shall be a sufficient discharge to my executors.

2. Suggested wording for a RESIDUARY LEGACY.

I give the residue of my estate to St Clement Danes, Strand, London WC2R 1DH, Registered Charity No. 250350, absolutely for its general charitable purposes and I declare that the receipt of the Treasurer for the time being or other duly authorised officer shall be a sufficient discharge to my executors.

If requested, your solicitor can write these paragraphs into your will.

Cenotaph Tickets

Every year the annual Service of Remembrance is held at by the Cenotaph in Whitehall, London. Ex-servicemen form up and march past the Cenotaph after the service. The RAFLAA sends representatives each year who march with FABEA (Federation of Apprentice and Boy Entrant Associations).

The Cenotaph in Whitehall serves as the focus for the nation's annual commemoration of those who fought and died in war. The Royal Family, as heads of the armed services, political leaders and foreign ambassadors lead the wreath-laying.

On Remembrance Sunday, the nearest Sunday to Armistice Day - the 11th day of the 11th month when, at the 11th hour, the end of the First World War was declared - crowds line Whitehall to watch the sombre ceremony, pay their respects with the two-minute silence and to applaud the marchers.

This year the service will be held on Sunday 8th November 2009.

Your RAFLAA has been allocated 6 tickets and it is likely that Tiny Kuhle and Chris Tett will represent the RAFLAA. That leaves four tickets. The tickets are free but you must pay your own transport. If you would like to come along to join us and pay your respects to those gone before, please contact the secretary, Dave Gunby on 01522 525484 or dpgraf72@btinternet.com

84th Entry Reunion

The Three Ways Hotel, Mickleton. 26th and 27th July 2009

From Tony Mooney, 84th

The first major reunion of the 84th Entry of Aircraft Apprentices took place at The Three Ways Hotel, Mickleton, the home of the world famous Pudding Club. The event marked the occasion of the 50th anniversary of the Entry's graduation from No 1 Radio School RAF Locking on 28th July 1959.

The reunion was a resounding success thanks to the hard work of the informal steering committee made up of Harvey Morton, Tony Beard, Chris Armes, Tony Mooney and David Rodgers. Twenty-four members of the Entry were able to attend, together with 16 of their wives and partners. They came from far and wide with two travelling all the way from Canada, another from Spain and the rest from all over the UK including the Isle of Arran, Inverness, Brighton, Cumbria, Bedford, Bournemouth, Weston super Mare, Northern Ireland and elsewhere.

The reunion extended over two days starting on Sunday the 26th with everyone departing on the 28th, our anniversary. The venue was superb and the arrangements for the reunion faultless. Here's what some of those who attended wrote:

"A great event with fantastic memories and terrific people."

"If I felt proud to belong to the 84th before I read the profiles, I feel even prouder now. My grateful thanks to all the organisers"

"The reunion at Mickleton was just brilliant! Perfect setting, perfect organisation, and outstanding to see so many of the original Entry again after 50 years. We loved every minute of it - and particularly nice to say that because I'm sure the wives enjoyed it just as much as we old fogies!. Those 3 years were important and influential to all of us, and to have a chance to re-live a little of it was just amazing."

"A massive thank you to the A team who made it all happen - to Harvey & Chris & Tony & Tony & David - and your lovely ladies (we all know where the real credit lies!) - thank you. I can't tell you how much all your planning and hard work is appreciated - the whole thing was just brilliant!"

"What a marvellous 48 hr pass! Grateful thanks to the 'steering committee' - it was a very well chosen venue and the behind the scenes work hardly showed, but the end result was I'm sure worth it - you can be proud of your achievement. Lovely to see so many bods still fit and happy, mostly still recognisable from the old photos! Thank you all for a great weekend."

"The reunion was simply the best, as our motto says 'Nulli Secundus', made so by all who attended. I came away having re-kindled old friendships and made new friends. Thanks to you all."

"I must say that I found the whole experience quite emotional as well as extremely enjoyable."

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Throughout the Reunion a sprinkling of apprentice badges and ties appeared. Three or four Apprentice Association ties were to be seen along with a Roundel lapel badge in full colour. A number of Veterans lapel badges were also seen. But the most memorable was an Apprentice tie from 1959 bought by Nick Parker in Weston to mark his graduation.

The reunion started about 11 a.m. on Sunday with the arrival of Tony Mooney and Judith, Tony Beard and Pam, and David Rodgers and Judy. Between them they prepared the Hidcote Room and set up the display which Tony Mooney had brought along. There were photographs galore of our time together at Locking and a host of memorabilia including an Entry badge, exam papers, boot brushes and a kit bag handle. After that they had a spot of lunch and waited for others to arrive. People soon began to gather and by 3 p.m., when the Meet and Greet was due to start, there was a growing crowd in the Hidcote Room all enjoying each other's company for the first time in 50 years. The wives and partners were made welcome too and joined in. As each member of the 84th arrived he was presented with a book of profiles thoughtfully put together by David Rodgers from submissions by the members themselves.

Missing from our company were Chris Armes and his wife Kathy who phoned to say they couldn't come because of illness. Chris had been one of the instigators of the reunion and a stalwart member of the steering group. He, together with Tony Beard and Harvey Morton had located everyone who came to the reunion. We were all especially sad to hear that he and Kathy wouldn't be present to enjoy the Reunion.

By about 6 p.m. everyone else had arrived, bringing with them much memorabilia to add to the display, and Harvey Morton took the moment to give a short welcoming speech and ended by thanking Tony Mooney for creating the 84th Entry of Aircraft Apprentices RAF Locking website and forum and for producing the wonderful display. He presented Tony with a unique bottle of single malt whisky inscribed:

"84th Entry RAF Locking
50th Anniversary Reunion
Mickleton 28th July 2009"

Soon afterwards the Meet and Greet closed for everyone to get ready for an informal meal together at 7 p.m. It was a poignant moment as we left – no-one wanted the feeling of togetherness to end. Friendships had just been renewed and the 84th Entry Spirit rekindled and no-one wanted break the spell.

As we chose our places for the evening meal it was clear that everyone was still in good heart and enjoying themselves. Dinner was everything we had expected from The Three Ways Hotel and even more. A special menu had been prepared for us and there were choices for all three courses, including one of the famous puddings, and even coffee and home-made fudge.

The buzz from the tables was electrifying and non-stop as memories, half forgotten stories and reminiscences abounded. Again no-one wanted it to end and after dinner we all grabbed drinks at the bar and retired to our room – the Hidcote Room. The



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conversations continued until jet-lag, tiredness and excitement took their toll and sleep beckoned.

Next morning saw us all enjoying a full English breakfast together and the mood continued with old friendships resurrected the day before now cemented. Breakfast seemed to last a long time but eventually it broke with people going their various ways to spend a free day as they wanted. And many wanted to do very little and lingered in the hotel and the Hidcote Room continuing the reminiscences, looking at all the memorabilia and identifying people in the many photographs and of course immersing themselves in the book of Profiles.

As well as the items mentioned earlier we had on display an actual superhet belonging to Peter Moore, webbing brasses belonging to Mike Barnes, an 84th Entry car badge brought by Tony Beard and an actual Thesis owned by Les James. There was much more as well including Wing Colours, Apprentice wheel badges, photo albums, a Passing Out Parade programme, and a Passing Out Dinner menu. It seemed there was no end to what we had produced.



This Certificate

CONFIRMS THAT ON

Monday July 27th 2009 for the 84th Entry Reunion

I attended a meeting of

The Pudding Club

THREE WAYS HOUSE HOTEL
MICKLETON, CHIPPING CAMPDEN

The Parade of Puddings we enjoyed included

*Summer Pudding
Sticky Toffee & Date Pudding
Sussex Pond
Syrup Sponge*

All served with lashings of Custard

THE PUDDING CLUB WAS ESTABLISHED IN 1985 TO PRESERVE
THE TRADITION OF THE GREAT BRITISH PUDDING. IT MEETS
AT THREE WAYS HOUSE HOTEL, MICKLETON, EVERY WEEK



Three Ways House, Mickleton, Chipping Campden, Gloucestershire GL55 6SB
Telephone: 01386 438429 Fax: 01386 438118 Surf the custard at www.puddingclub.com Email: reception@puddingclub.com

THE PUDDING CLUB HAS HOSTED MEETINGS IN
NEW YORK, DUBLIN, TOKYO, OSAKA, LONDON, MICKLETON

Towards the end of the afternoon we broke up so that we could all prepare for our anniversary dinner. During the day we had been joined by more members of the Entry who couldn't come earlier and by 6.30 we were all gathered on the lawn for some group photographs in the evening sun. At 7 o'clock we took our places for our Reunion Dinner together.

Tony Beard started the celebration by calling for a few moments' silence to remember those of the 84th Entry we knew to have passed on, Smudge Smith, Dick Cheeseman and Tony Burton.

After the dinner the day before we all knew what to expect... or so we thought. We were delighted that The Three Ways Hotel had provided a special 84th Entry Reunion menu which included a selection of four of their famous puddings. Peter, one of

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the owners, gave an all too brief history of the Pudding Club and told us about the puddings we would taste that night. He tested us to see if we had been listening by asking a question which was immediately answered by Roy O'Connell, who received the gift of a Pudding Club Recipe Book for providing the correct answer. This was followed by a parade of the puddings through our dining room. Then we were served with the puddings themselves; we could make our choice or have a serving of each of them. Most of us succumbed to temptation and sampled each of the puddings.

None of this distracted us from the spirit of the occasion. We shared good time together and remembered good times together and many a vow was taken to continue our re-formed friendships and have more reunions.

To mark the end of our celebration Tony Beard gave a short speech which was followed by an impromptu address by Mike Barnes who thanked the members of the steering group and proposed a toast in their honour for creating such a wonderful tribute to the 84th Entry of Aircraft Apprentices.

After dinner we again repaired to the Hidcote Room, with a brief stop at the bar for refreshments, and continued swapping stories about our time at Locking. It went on long into the night but eventually we had to say goodnight and get some sleep for our journeys home the next day.

The atmosphere at breakfast was not diminished by our imminent departure. Rather, our mood was enhanced as promises of visits to each other were given and plans made for local meetings all over the UK. We were expected to vacate our rooms by 11 a.m. and a constant stream of 84th members passed through reception paying their bills and saying their goodbyes. Those members who had stayed elsewhere in Mickleton joined us and it was a happy and delightful parting of our ways. Tony and Judith, who had been the first to arrive were also by chance the last to leave, bringing to an end the first 84th Entry Reunion. It won't be the last.



Tit-Bits

Cool History Lesson -- (Where old sayings came from!)

From Rick Quinell 92nd

I love to read stuff like this....

The next time you are was ring your hands and complain because the water temperature isn't just how you like it, think about how things used to be. Here are some facts about the 1500s:

1. They used to use urine to tan animal skins, so families used to all pee in a pot & then it was taken & sold to the tannery. If you had to do this to survive you were "Piss Poor".
2. But worse than that were the really poor folk who couldn't even afford to buy a pot... they "didn't have a pot to piss in" & were the lowest of the low.
3. Most people got married in June because they took their yearly bath in May, and they still smelled pretty good by June. However, since they were starting to smell. Brides carried a bouquet of flowers to hide the body odour. Hence the custom today of carrying a bouquet when getting married.
4. Baths consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women and finally the children. Last of all the babies. By then the water was so dirty you could actually lose someone in it. Hence the saying, "Don't throw the baby out with the Bath water!"
5. Houses had thatched roofs (thick straw-piled high), with no wood underneath. It was the only place for animals to get warm, so all the cats and other small animals (mice, bugs) lived in the roof. When it rained, it became slippery and sometimes the animals would slip and fall off the roof. Hence the saying "It's raining cats and dogs."
6. There was nothing to stop things from falling into the house. This posed a real problem in the bedroom where bugs and other droppings could mess up your nice clean bed. Hence, a bed with big posts and a sheet hung over the top afforded some protection. That's how canopy beds came into existence.
7. The floor was dirt. Only the wealthy had something other than dirt. Hence the saying, "Dirt poor."
8. The wealthy had slate floors that would get slippery in the winter when wet, so they spread thresh (straw) on floor to help keep their footing. As the winter wore on, they added more thresh until, when you opened the door, it would all start slipping outside. A piece of wood was placed in the entrance. Hence: a thresh hold. (Getting quite an education, aren't you?)
9. In those old days, they cooked in the kitchen with a big kettle that always hung over the fire. Every day they lit the fire and added things to the pot. They ate mostly vegetables and did not get much meat. They would eat the stew for dinner, leaving leftovers in the pot to get cold overnight and then start over the next day. Sometimes stew had food in it that had been there for quite a while. Hence the rhyme: Peas porridge hot, peas porridge cold, peas porridge in the pot, nine days old.
10. Sometimes they could obtain pork, which made them feel quite special. When visitors came over, they would hang up their bacon to show off. It was a sign of wealth that a man could, "bring home the bacon."
11. They would cut off a little to share with guests and would all sit around and "chew the fat".
12. Those with money had plates made of pewter. Food with high acid content caused some of the lead to leach onto the food, causing lead poisoning death. This happened most often with tomatoes, so for the next 400 years or so, tomatoes were considered poisonous.
13. Bread was divided according to status. Workers got the burnt bottom of the loaf, the family got the middle, and guests got the top, or the, "upper crust".
14. Lead cups were used to drink ale or whisky. The combination would sometimes knock the imbibers out for a couple of days. Someone walking along the road would take them for

dead and prepare them for burial. They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait and see if they would wake up. Hence the custom of holding a "wake".

15. England is old and small and the local folks started running out of places to bury people. So they would dig up coffins and would take the bones to a bone-house, and reuse the grave. When reopening these coffins, 1 out of 25 coffins were found to have scratch marks on the inside and they realized they had been burying people alive. So they would tie a string on the wrist of the corpse, lead it through the coffin and up through the ground and tie it to a bell. Someone would have to sit out in the graveyard all night (the Graveyard shift.) to listen for the bell; thus, someone could be, "saved by the bell" or was considered "a dead ringer".

And that's the truth...

Now, whoever said History was boring!?!?!?

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How Smart is your Right Foot?

You have to try this, it takes 2 seconds. It is from an orthopaedic surgeon.....This will boggle your mind and you will keep you trying over and over again to see if you can outsmart your foot, but you can't. It's pre-programmed in your brain!

1. Without anyone watching you (they will think you are GOOFY) and while sitting at your desk in front of your computer, lift your right foot off the floor and make clockwise circles.
2. Now, while doing this, draw the number '6' in the air with your right hand. Your foot will change direction. I told you so!!!

And there's nothing you can do about it! You and I both know how stupid it is, but before the day is done you are going to try it again, if you've not already done so.

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Why British newspapers are more fun to read

From Martin Eversfield 92nd

You should not laugh at tragic things but these still have me laughing!

Buzzing undies make shopper faint

A WOMAN collapsed in a supermarket when her vibrating panties made her faint with pleasure.

The kinky 33-year-old housewife was wearing a pair of battery-operated Passion Pants, bought from a sex shop, while she did her shopping, according to the British tabloid The Sun.

But she got so stimulated by

the 6cm vibrating bullet in the panties that she lost consciousness.

She fell and hit her head in the crowded supermarket in Swansea, Wales.

When paramedics arrived, they found her black imitation leather knickers still buzzing.

They took them off before an ambulance took her to hospital.

The woman, whose identity has been kept private, suffered no long-lasting ill-effects.

And as she left the hospital, a paramedic gave her back the Passion Pants in a plastic bag.

A spokesman for the Asda supermarket chain told The Sun: "We like to think shopping with us is exciting enough already."

Hippo eats dwarf

BANGKOK: A hippopotamus swallowed a circus dwarf in a "freak accident" in northern Thailand, according to a columnist in the *Pattaya Mail*.

The Grapevine column reported: "A circus dwarf, nicknamed Od, died recently when he bounced sideways from a trampoline and was swallowed by a yawning hippopotamus waiting to appear in the next act."

"Vets said Hilda the Hippo had a gag reflex which caused her to swallow. More than 1000 spectators continued to applaud wildly until they realised there had been a tragic mistake."

Teatime love bite

A WOMAN almost bit off her husband's willy as he cooked pancakes for tea – while she gave him oral sex.

In the heat of passion he lost his grip on the pan and spilt boiling oil down her naked back.

She clenched her teeth on his willy and in agony he bashed her on the head with the pan.

Both only admitted how they received their injuries after "intense questioning" by hospital docs in Carioca, Romania.

The man needed treatment to his willy while the wife had burns, two black eyes and a broken cheek bone.

Swimmer trapped by beach balls

A MAN got a nasty surprise when he tried to get out of his deckchair and found his testicles had become stuck between two slats of wood. Mario Visnjic had been swimming naked off Valalta beach in Croatia and his testicles had shrunk in the cool sea. When he sat down they slipped through the slats and then, as he lay in the sun, expanded back to normal size. He was freed after he called beach maintenance services on his mobile phone and they sent a member of staff to cut the deckchair in half.

... and finally

● **DENMARK:** A patient broke wind while having surgery and set fire to his genitals. The 30-year-old man was having a mole removed from his bottom with an electric knife when his attack of flatulence was ignited by a spark. His genitals, which were soaked

in surgical spirits, caught fire. The man, who is suing the hospital, said: 'When I woke up, my penis and scrotum were burning like hell. Besides the pain, I can't have sex with my wife.' Surgeons at the hospital in Kjellerups said: 'It was an unfortunate accident.'

Apprentice days

Alone in the Dark

From Brian Davies 76 Entry

In mid-1950s (probably summer of 1954) the powers-that-be at RAF Locking decided that the station needed defence exercises to prepare us airmen and apprentices for possible incursions into the camp by hostile persons (probably the Soviet Stasi, the IRA or possibly irate parents of local young ladies).

This resulted in arranging for an 'enemy' force of RAF Halton senior entry apprentices armed with rifles and blank ammo to surreptitiously attack the Camp on a designated night, and achieve certain objectives and 'sabotage' certain installations. All road lights were doused and buildings in use made to utilise blackout curtains. The Camp was as black as the Hole of Calcutta with torches forbidden and visibility practically nil. Finding our way around an as yet unfamiliar RAF station proved impossible – anyway only those on active defence duty were to be abroad.

The 76th Entry was one of the Wing's junior entries at the time and deemed to be too inexperienced and young to take part in actual defence activities, so we were split into bunches of about 20 and herded through the early night to various indoor assembly points around the station with the intention we found out later, of being used as messengers.

My bunch ended up in a cold windowless storeroom somewhere (I still don't know where) in the adult airmen's wing. Here we were kept, unbriefed of what was going on with the occasional bang happening outside which disturbed our attempts to get some sleep on the concrete floor. We were left confused and unaware of what was expected of us (my first experience to the RAF expertise of keeping its airmen in the dark).

In the early morning I was selected (don't know why) from or bunch to take a message to a local defence post. It was verbal and I was told how to get there. However the officer i/c forgot to tell me that a password was required for safe passage throughout the Camp that night!!!

Off I went and within a few minutes was lost in the dark, and a few moments later heard the sickening sound of .303 rifle bolts being cocked and a loud whisper to stop and identify myself and give the password. What password? I had been familiar with the Le Enfield .303 since firing them in the ATC as a 13 year old and did not like the idea of being on the wrong end of one. I was then escorted in a bit of a shocked daze to a security post and questioned for some time before being returned to my fellow apprentices who all thought it was a highly amusing situation. Me? I was s*****g bricks. We were still unaware of exactly what was going on, and that remained the case during an apparently totally boring night for us.

Soon afterwards in the early hours of the morning a very sleepy crowd of aircraft apprentices were led back to their huts and welcome beds in the Apps Wing, as the station-wide security exercise had been abruptly abandoned. The next day we heard that apparently a few of the captured RAF Halton Apprentices had been discovered to have live ammunition on their persons during the exercise. Not very bright, but luckily nobody had been hurt!

I cannot remember any other similar defence exercise being carried out at Locking after this, but perhaps other ex-apps can correct me. Or did those i/c think enough was enough?

Letter to My Father

From Ian Davis 91st

While going through some of my Dads old papers I came across this letter which may interest you.

I hope you can make it out as quality is not good. All our parents must have had a similar letter.-Ed

Reference:-

LOC/C. 600/685 214/P3

Tel: Weston-super-Mare 2560

Officer Commanding "A" Squadron,
No. 1 (Apprentice) Wing,
Royal Air Force,
Locking,
Weston-super-Mare,
Somerset.

22 January 1959

Dear Mr Davis,

Following the arrival of your boy at No. 1 Radio School, I feel sure it will be of value to acquaint you with certain aspects of our organisation here. This will ensure that you are in the best position to support our efforts to qualify him for a successful career in the Royal Air Force.

I have listed below the salient points, but I would like to stress that if there is anything on which you need further information, either now or in the future, you should not hesitate to write to me. To avoid any delay in reply, please always address your letter to "Officer Commanding "A" Squadron, rather than to me personally.

LEAVE ARRANGEMENTS

There are three terms of instruction per year and the three major leave periods occur at the end of each term, i.e. at Easter, in the Summer and at Christmas. In addition, there is one week's leave at Whitsun and Mid-term breaks of 4 days in February and October. Attached is a letter giving the dates on which your son may be expected home on leave during the current year and you will be notified at the commencement of each year of the leave periods for that year. A certain number of privilege passes are also granted to apprentices, depending on their seniority and appointment as N.C.O. apprentices.

It is very desirable to limit the number of passes to the above scale, in order that apprentices suffer no interruption in their studies and can associate with their companions here at Locking to the fullest extent. However, we do consider applications for special passes for important family reasons, for example, the serious illness of near relatives, provided that we have the written support of the parent or guardian. Urgent cases are considered separately, but naturally we do expect some form of authenticity.

We do insist that apprentices go on leave or pass to their home address, or to an address which has been approved by their parents. To avoid unnecessary correspondence, I would like you to state on the attached form your home address and any other leave addresses acceptable to you. Please return the form to me in the envelope provided. Should you change your address or wish your boy to travel at some future date, to an address not noted on the form, please inform me.

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PAY

To avoid large differences in money available during term to apprentices who are on different rates of pay, the actual weekly cash payment is limited. Part of the balance of pay which is not issued weekly is paid into a Post Office Savings Account and the remainder is held as a credit in the boy's Pay Account. Every encouragement is given to the boys to increase the standard allotment to their Post Office Savings Account and to invest in National Savings Certificates, thereby inculcating in them a sense of thrift from the beginning of their careers. The Savings Book is held for safe keeping by the apprentice's Flight Commander and issued to him just prior to proceeding on leave at the end of term. Shown below are the progressive gross weekly rates of pay, etc. The weekly pay held as credit in the apprentice's pay account is paid to him as a lump sum just prior to proceeding on the Mid-term break and the end of term leave.

	Gross Weekly Pay	Weekly Cash Pay	Weekly P.O. S.B.	Nat. Ins.	Weekly Pay Held as Credit in Pay Account	Approx. Income Tax Weekly
First year under 17	£1 18s. 6d.	£1 6s. 0d.	5s. 3d.	3s. 3d.	4s. 0d.	-
Second year under 17	£2 9s. 0d.	£1 12s. 0d.	7s. 0d.	3s. 3d.	6s. 9d.	-
On reaching age of 17	£3 10s. 0d.	£2 0s. 0d.	7s. 0d.	3s. 3d.	19s. 9d.	-
On reaching age of 17½	£6 2s. 6d.	£2 10s. 0d.	28s. 0d.	3s. 3d.	35s. 3d.	6s. 0d.

DRESS

Royal Air Force dress regulations state that apprentices must wear uniform at all times, except when at home on leave. However, certain exceptions to this rule have recently been introduced and, apprentices who are in their last six terms of apprenticeship are permitted to wear civilian clothes to the following approved pattern, off the Station and on certain specified occasions. The approved pattern is:- Double breasted navy blue blazer, with silver buttons and No. 1 Radio School badge; dark grey flannels; white shirt; Royal Air Force tie and black shoes. Additional to this pattern of dress, apprentices who attain N.C.O. rank are permitted to wear lounge suits of a conservative style and colour at these times.

As your boy will not qualify for these concessions for the first three terms of his training here, I would ask for your support in ensuring that he does not return from leave with civilian clothes in his possession. Should he so do, there is always the temptation that he will wear these clothes and thereby contravene the regulations.

RECREATIONAL FACILITIES

Apart from all the normal sports facilities at the School, there are also a number of Clubs which provide recreational facilities for apprentices - they cover such varied subjects as Model Aircraft, Classical Music, Sailing, Amateur Radio, Printing, Amateur Dramatics, Photography, Scouts, Angling, etc.

These clubs are linked together in the Locking Apprentices Society. The Society is run by a committee with representation from both the permanent staff and officers in charge of clubs. The funds for the Society come mainly from the Apprentices Endowment Fund, which is an allocation from the prize money awarded to the Royal Air Force after the war.

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We do, however, make a nominal charge of one shilling per term for membership of the Society, because we feel that interest will be maintained if apprentices have to make a small contribution themselves; this charge covers membership for all the clubs. Apprentice membership is voluntary, but we do our utmost to persuade boys to join because we feel that this aspect of the school life provides valuable training in citizenship and in the art of working together for a common purpose.

SPIRITUAL WELFARE

There are Church of England, Roman Catholic and Other Denominations Chaplains on the Station. The "Padres Hour" forms part of the normal instruction and in addition, the chaplains are available outside working hours to any apprentice who wishes to talk over any personal problems.

MORAL AND PHYSICAL WELFARE

Under no circumstances do we allow apprentices to drink alcoholic liquor when they are in our charge.

Should the boys not feel well, a medical and dental staff, with a very well equipped Sick Quarters, is available. If a boy is sent to bed in Station Sick Quarters for any minor complaint, the parent or guardian is notified of his progress after he has been in seven days; but should the boy be transferred to an R.A.F. Hospital away from the Station, the parent or guardian is sent the address of the hospital immediately so that further information may be obtained.

Apprentices are prohibited from driving any form of motor vehicle, including motor cycles, whilst they are in our charge, and from riding pillion on a motor cycle. You will appreciate that this prohibition cannot apply when they are on leave or pass, since they are then in your charge. A number of cases have occurred in the past where apprentices have brought motor cycles from home on return from leave and garaged them outside the Station, without our knowledge. There is a very dangerous stretch of road in front of this Station and unfortunately one of our apprentices was fatally injured whilst riding a motor cycle which he had brought back from leave without our knowledge or permission. We would therefore, ask for your support in enforcing this prohibition on driving motor vehicles and motor cycles, by ensuring that your boy does not bring one back from leave. I would emphasise that a serious view is taken of any contravention of this order.

TRAINING PROGRESS

The work of your boy at the school is under continuous review and, so that you will know how he is progressing and will be able to encourage and advise him in his studies, progress reports will be sent to you at the following intervals. The first report will be sent mid-way through the second term, as we have found from experience that the new entry has not been with us long enough for an accurate assessment to be made at the end of the first term. Subsequent reports will follow at the end of the third and fifth terms and the final report will be sent to you mid-way through the seventh term. Additional reports are made if necessitated through lack of progress. The report will cover:-

Education: Mathematics, Engineering Science, Basic Radio Principles, Technical Drawing, General Studies.

Technical: Workshops and, for the second half of the course, Applied Radio Principles and Radio Equipments.

General Service Training: Discipline (i.e. Conduct), Drill, (i.e. Dress and Deportment standard), Physical Training, Organised Games.

/s....

- 4 -

All the Educational and Technical subjects will be assessed as a percentage, and the school's aim and the Royal Air Force trade requirements, is a minimum standard of 60% in all subjects. However, there are certain key subjects, namely Basic Radio (Theory) and Technical Radio (i.e. practical application), and outstanding reports in other subjects do not offset a standard below the minimum in key subjects. If an apprentice fails to obtain the minimum in key subjects, and continues to fail to make this standard, he may be reclassified to a junior entry. Major progress tests take place at the end of the third and fifth terms, and these tests are of the utmost importance, since they cover the whole of the work of the previous terms and enable us to assess how well the apprentice is assimilating the course. If by any chance your boy's progress is inadequate, we shall write to you explaining his case and advise intended further action.

CAREERS

Successful apprentices pass out from the Radio School, after three years training, as Junior Technicians in an Advanced Trade of the Radio Engineering Trade Group. They are thus at a great advantage, compared with a normal airman, who must first serve his time in a skilled trade before he is accepted for transfer to an advanced trade. Further, the very wide range of theoretical and cultural training given at this school well fits the keen ex-apprentice for subsequent promotion; I enclose a diagram which illustrates the avenues of promotion.

Towards the end of the training, we recommend exceptional apprentices for cadetship - that is, for training to become officers. Those recommended go through the same selection system as all other applicants. If they pass the selection board, they are transferred on completion of their apprenticeship, to Royal Air Force College, Cranwell for flying cadetships, or the Royal Air Force Technical College, Henlow, for technical cadetships.

Also, when an apprentice completes his training, he can volunteer for flying duty - this can be done before he leaves the School, if he so desires - and if he is accepted and can pass the Aircrew Initial Training School, he would be granted a probationary commission as a Royal Air Force Officer.

Finally, the Commanding Officer of a Unit to which an apprentice is posted on completion of his training here, is fully entitled to recommend him for a commission in the Technical Branch, should he show the qualities demanded of a Royal Air Force Officer.

In conclusion, I would like to emphasise that our task is to pass out your boy as a good technician, a good companion and a good airman. We cannot achieve this alone and we fully appreciate that your co-operation and encouragement are also required. We feel confident that they will be freely given.

Yours *Sincerely*

P. J. Deakin
(P. J. DEAKIN)
PLT. LT.

P. J. Deakin
Squadron Leader,
Officer Commanding "A" Squadron.

Humour

With age comes wisdom.

A man is 72 years old and loves to fish. He was sitting in his boat the other day when he heard a voice say, 'Pick me up. 'He looked around and couldn't see any one He thought he was dreaming when he heard the voice say again, 'Pick me up.'

He looked in the water and there, floating on the top, was a frog.

The man said, 'Are you talking to me?'

The frog said, 'Yes, I'm talking to you. Pick me up then, kiss me and I'll turn into the most beautiful woman you have ever seen. I'll make sure that all your friends are envious and jealous because I will be your bride!'

The man looked at the frog for a short time, reached over, picked it up carefully, and placed it in his front breast pocket.

Then the frog said, 'What, are you nuts? Didn't you hear what I said? I said kiss me and I will be your beautiful bride.'

He opened his pocket, looked at the frog and said, 'Nah, at my age I'd rather have a talking frog.'

With age comes wisdom.

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Deaf Bookkeeper

From Tiny Kuhle 87th

A Mafia Godfather finds out that his bookkeeper, Enzo, has cheated him out of 10 million bucks. His bookkeeper is deaf. That was the reason he got the job in the first place. It was assumed that Enzo would hear nothing that he might have to testify about in court.

When the Godfather goes to confront Enzo about his missing \$10 million, he takes along his attorney who knows sign language. The Godfather tells the lawyer, "Ask him where the 10 million bucks is that he embezzled from me." The attorney, using sign language, asks Enzo where the money is.

Enzo signs back, "I don't know what you are talking about." The attorney tells the Godfather, "He says he doesn't know what you are talking about." The Godfather pulls out a pistol, puts it to Enzo's temple and says, "Ask him again!"

The attorney signs to Enzo, "He'll kill you if you don't tell him." Enzo signs back, "OK. You win! The money is in a brown briefcase, buried behind the shed in my cousin Bruno's backyard in Woodbridge!"

The Godfather asks the attorney, "What did he say?" The attorney replies, "He says you don't have the guts to pull the trigger."

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Firefighter

Martin Eversfield 92nd

A fireman was working on the engine outside the station, when he noticed a little girl nearby in a little red wagon with little ladders hung off the sides, and a garden hose tightly coiled in the middle. The girl was wearing a fireman's helmet. The wagon was being pulled by her dog and her cat.

The fireman walked over to take a closer look. 'That sure is a nice fire truck,' the fireman said with admiration. 'Thanks,' the girl replied.

The fireman looked a little closer. The girl had tied the wagon to her dog's collar and to the cat's testicles.

'Little partner,' the fireman said, 'I don't want to tell you how to run your rig, but if you were to tie that rope around the cat's collar, I think you could go faster.'

The little girl replied thoughtfully, 'You're probably right, but then I wouldn't have a siren.'

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Washington Post

From Phil Marston 92nd

These are the winning entries to a competition in the Washington Post asking for a two line rhyme with the most romantic first line and the least romantic line second line:

1. My darling, my lover, my beautiful wife:
Marrying you has screwed up my life.
2. I see your face when I am dreaming.
That's why I always wake up screaming.
3. Kind, intelligent, loving and hot;
This describes everything you are not.
4. Love may be beautiful, love may be bliss,
But I only slept with you 'cause I was pissed.
5. I thought that I could love no other –
that is until I met your brother.
6. Roses are red, violets are blue, sugar is sweet, and so are you.
But the roses are wilting, the violets are dead, the sugar bowl's empty and so is your head.
7. I want to feel your sweet embrace;
But don't take that paper bag off your face.
8. I love your smile, your face, and your eyes
Damn, I'm good at telling lies!
9. My love, you take my breath away.
What have you stepped in to smell this way?
10. My feelings for you no words can tell,
Except for maybe 'Go to hell.'

Who said poetry is boring?

RAF Days

Brief Affairs With the Bristol 170

From Brian Davies 76th Entry

'Twas in the middle of the Malaysian jungle in 1969, and my group of wireless men and telegraphists of 6 Tactical Signals Unit had set up a communications centre in support of a two week jungle fighting training exercise between Royal Marines & Gurkhas and the Australian & New Zealand regiments. All part of the Aussie and Kiwi training for the Vietnam War which was in full swing at that time and which the UK had no part.

Our extra supplies were to be air dropped and we waited patiently for the aircraft to rendezvous with the DZ. Imagine our surprise when two ancient Bristol Type 170 freighters almost hovered into view and lazily circled to drop the supplies. At about 200 feet the side doors of the New Zealand aircraft opened and a figure was seen to push out our supplies, which landed well within the target area. It was an incongruous sight at a time that we were used to support from the latest helicopters and the fantastic Phantom jet fighter

My association with this venerable aircraft reaches back to the Bristol Aeroplane Company's Filton HQ and airfield, where in 1944 at the age of 8 my father showed me at the aircraft works, the new aircraft that he, as an airframes and engine fitter was working on. It was the type 170 Bristol freighter, which would use two Bristol Hercules 632 radial engines, the same type as those on the Bristol Beaufighter attack aircraft.

As part of his work, my father often flew in one of the two prototypes and it was in May 1949 when he was due to fly on a test flight towards the Bay of Biscay, that he had to cry off due to a dose of flu. His associate fitter went instead on the flight. Somewhere over the southern English Channel the aircraft and crew disappeared, never to be seen again.

The Bristol 170 Freighter was born from a suggestion by General Orde Wingate in 1944 for a rugged aircraft that could fly vehicles and supplies from rough jungle strips. The new Freighter, (which was developed from the Bristol Bombay of 1935) cost upwards of £33,000 to buy (those were the days!), and was eventually bought and operated by civil airlines in many countries worldwide and the air forces of Argentina, France, Pakistan, Spain, the UK, Australia, Canada, Burma, New Zealand, Iraq and Lebanon.

In the a few months before I joined the Apprentices at Locking in January 1954, assembly of the Type 170 was moved from Bristol to make way for the new Britannia airliner; from Filton to Weston-super-Mare airfield, just a few miles from RAF Locking. My father by then had moved on to work on the new Bristol 188 mach 2.5 fighter-bomber at Filton.

The Royal New Zealand Airforce continued to operate the Freighter around the Far East until 1977 when it was replaced by the Hawker Siddeley Andover. And its final flight was in Alberta, Canada in 2004. A Kiwi pilot was heard to remark that flying the highly dependable Freighter was like flying 40,000 rivets in close formation!

I did however have a final meeting with this rugged, no-nonsense aircraft. In 1971 during my last year in 6 TSU in Singapore, I needed to go to RAAF Butterworth in north Malaya to set up a permanent communications centre complete with aerials and support equipment all from my 6 TSU inventory. It was for the joint airforces of the UK, Australia, New Zealand Singapore and Malaya.



As we waited on Changi airfield for our transport north, what should land but a RNZAF Bristol Freighter Type 170. This was our flight to RAAF Butterworth and after all these years, my first flight in the venerable aircraft.

Our mass of equipment was easily absorbed in the aircraft's hold, and we took our seats in what seemed like scaffolding with cushions. We flew north below the mountain tops of the Cameron Highlands and gently droned our way at a cruising speed of 165 mph seemingly just above the jungle treetops. It was draughty, un-pressurised, with uncomfortable seats and the unusual sight of the fixed undercarriage hanging below the fuselage.

But I loved it, it was a link to my childhood and even happier times. However three weeks later I did not turn down our return flight in the comparative comfort of an RAAF C-130.

A Funny Thing Happened on the Way to Waikiki

From Mike Collier 76th

In the 1950/60's many ex-Apprentices were invited to sample the delights of life on the tropical paradise of Christmas Island. A select few alighted from the transport at the stop prior to this and were forced to endure the hardship of one year at Hickham A.F.B. on the Hawaiian Island of Oahu. When I arrived at Hickham in April 1959, two weeks to the day after getting married, there was a small (70 strong) R.A.F. detachment and some 7000 U.S.A.F. personnel. The purpose of the R.A.F. group was to supply fresh food and mail to Christmas Island. Achieved, using a Hastings on a shuttle service, making three round trips a week over a six day period and resting on Sunday. The technical well being of the aircraft was entrusted to a team of junior N.C.O.'s representing all the aircraft trades (except Armourers), overseen by a Fit Sgt. I made the third radio bod. Already there were Brian Barrett (ex-78th) and Mick Wells, an extended National Service, Air Wireless Fitter. Our billets were ageing two storeyed wooden structures, divided internally into individual one person rooms, with communal ablution/toilet facilities. No formal routine was in force. How you spent the day was a matter of personal choice, as long as you arrived for work at the appointed hour. There were no inspections or parades (one for Battle of Britain). Only one detachment duty, (Duty Clerk) which came around roughly every two months and required the designated person to spend a night in the Teleprinter Area, to pass on any urgent traffic (outbreak of W.W.3. etc.) to the C.O. We ate in one of the American Mess Halls, where the food was excellent. The only minor inconvenience was a requirement to sign a form before each meal. Medical treatment was also provided by the U.S.A.F. I had no occasion to try the doctors but the dental treatment was first class.

A typical day (e.g. Monday) required you to find a way to pass the time between breakfast and lunch. I might possibly play tennis or more likely, sleep in the sun on the roof of the accommodation block. After lunch (around 1300) the aircraft servicing team rode down to the dispersal in the section Land Rover. Here, much to the mystification of our American allies, the more energetic charged around the area playing football with a tennis ball.

As soon as the aircraft arrived and crew and passengers had disembarked. The "Agg Man" (Civilian Department of Agriculture) went on board, discharged some sort of gas canister and made a rapid exit. It precipitated an enforced wait of five minutes or so, to allow the noxious substance to kill off any insect "nasties" that had hitched a ride from Christmas Island. While Air Movements people removed any cargo, the Technical Crew did after flight inspections and started on any reported snags. These were virtually unheard of on the Wireless and Radar equipment. (Only one Radar fault in the whole 12 months I was there and we did not have the facilities to fix that) Having the least to do, we generally swept out the aircraft or helped other trades who had problems. Once the snags were cleared and the 700 signed up, the aircraft was secured and we returned to our accommodation. (Usually by 1600 at the latest) After the evening meal, I wrote to my wife. Then, the three radio men would meet in the American equivalent of the N.A.F.F.I., buy canned drinks and adjourn to one of our rooms to play cards (chase the lady), late into the evening.

The following day, we were back at the airstrip around 0830, to pre-flight the aircraft. Again the Radio people had little to do and had the dubious pleasure of going in behind the spinning

Royal Air Force Locking Apprentice Association

propellers to remove the chocks. Once the Hastings had departed (around 0930) we were our own masters again. The remainder of the morning possibly taken up with domestic chores, like dispatching or retrieving laundry, haircuts (all the hairdressers were female) etc. or just sleeping. With a trip into Honolulu an expensive option, afternoons were generally spent at a swimming pool. There were three on the base, airmen's, N.C.O.'s and officer's. Fortunately, the Americans did not seem to understand our rank structure (we only wore uniform in transit to and from work) and as the officer's pool had interesting views over the entrance to Pearl Harbour, we usually used that one. The evening was a repeat of the previous one. The next four days, a double repeat of the previous two. On Sundays the Air Movements coach was used to take most of the detachment to Hanauma Bay for swimming/snorkelling or perhaps to go around the Island, with a stop at Waianae Beach, for swimming/surfing. It is not difficult to understand why boredom rapidly became a problem. Fortunately, from time to time, odd events occurred to alleviate the monotony.

The first really boring task was the job. Checking that half a dozen switches were set to OFF (After Flight) and the same switches were still in the OFF position (Pre-flight), was not altogether intellectually challenging. Hence, any chance to help out other trades was welcome. I developed a friendship with the Engine Fitter (Pat Sandy) and though I knew nothing about engines, he was happy to let me do plug changes, while he attended to other problems. Thus, one day I was sitting astride a warm radial engine, unscrewing the plugs, when a heavily accented voice summoned me from below. "Say buddy, what type of carburettors do you use on these engines?" Two American servicemen were looking up at me. Now, the U.S.A.F. seemed to operate a system where their technicians were highly specialised. (They probably had plug specialists, carburettor specialists etc.) So it must have come as a bit of a surprise when, using my best English accent, I replied "I'm terribly sorry but I have not the vaguest idea, I'm the Radio man. If you ask the guy working on the engine on the other side, he will be able to tell you." I'm sure they thought I was taking the "P" as they wandered off, to talk to Pat, muttering something about "crazy Brits".

Away from work, I attended morning communion at the Episcopalian Church. One Sunday, after the service, I was approached by the padre's wife, with an invitation to have breakfast with her. The lady, in her late forties/early fifties, though very pleasant, was the archetypal over the top American female, to whom no was not an acceptable answer. In any case it seemed impolite to refuse. So the two of us went to her car, with me naively assuming we were going to her house, to be joined later by the padre. As we set off, to my horror, she announced that we would go to the "O" Club. (American officers mess). Now at that time I was a 20 year old R.A.F. corporal, still heavily brain washed by the discipline and values instilled at Locking. I thanked her for the kind offer and tried to explain why I would not be welcome there. She brushed aside my concerns with the assertion that I was her guest and it would not be a problem. It was certainly the most uncomfortable meal I have ever eaten. I spent most of the time trying to hide behind the menu, in case one of our officers came in. Would they think I was trying to impress some older woman I had in tow? My one consolation being, that our C.O. was a Sqdn. Ldr. and the padre a Lt. Colonel. After the meal, she drove me back to our accommodation. This created another situation that took some explaining to my disbelieving colleagues. I assume she mentioned it to her husband who pointed out the error of her ways, as the invitation was never repeated. A much happier encounter occurred after I joined the church choir. One of the ladies and her family, virtually adopted me. The many hours I spent in their company made at least 9 months of my tour infinitely more bearable. Their generosity and hospitality were quite unbelievable. When I returned to the U.K., I continued to correspond with them. After leaving the service and joining B.O.A.C. (later B.A.), cheap air travel

became available and my wife and I spent a number of superb holidays with them at their home near Nashville, Tennessee. They also managed to come over to England to stay with us.

The husband of the family was a Tech. Sgt. with many useful contacts on the base. One of these was a crew member of one of their KC 135 (707 variant tankers). Via him, I was invited to fly with them on an airborne refuelling mission. Luckily, it coincided with one of my many free afternoons. I was quite amazed when almost immediately after take off all the crew lit up cigarettes. Once in level flight, I was invited up to the flight deck, installed in the Captains seat and asked if I would like to fly the aircraft for a while. My total lack of experience as a pilot seemed of little concern and I spent half an hour or so at the controls. In retrospect, I guess they probably had the autopilot engaged, so unless I had done something pretty violent, I could not have done much damage. The mission was to refuel RB 66 aircraft en route from the U.S.A. to Japan. It was fascinating to sit near the rear "blister" and watch the fighter/bombers fly onto the trailing hoses. The crew were a great group of people and I flew with them on a number of subsequent occasions.

My level of academic qualification at this point was almost non-existent. To occupy some more time, I decided to take "O" level maths. No course was available but our Engineer Officer acquired a syllabus and text books. The mathematical bombardment we had received at Locking made the study relatively easy. Unfortunately, Hickham was not an examination centre so a flight to Christmas Island was required. I had never flown in a Hastings before and it was certainly not a comfortable experience. The four days spent there were not much better. The S.W.O., who obviously resented the "soft number" I had at Hickham, ensured that there were not many dull moments. I guess there are very few people who have travelled around 2500 miles to sit an "O" level examination.

The Waikiki Biltmore Hotel was the venue for the detachment lunch on 25th December 1959. Later in the afternoon, after returning to base, it occurred to me that it would be a novelty to swim in the sea on Christmas Day. The sea was clearly visible from our billet roof. The only problem was that it was on the other side of Hickham airfield, which doubled as Honolulu International Airport. I had no transport but there appeared to be no air traffic so I set off to walk across the airfield. Just after crossing the main runway threshold, a U.S.A.F. jeep came hurtling towards me, siren blaring. A heavily armed service policeman demanded an explanation for my presence. My accent and 1250 calmed things down a bit and when I outlined my plan, his partner actually laughed. The spirit of Christmas must have been in the air, as they gave me a lift to the beach. Their parting advice was to take a different route back, otherwise next time they found me on their airfield, they would have to shoot me. So I got the Christmas Day swim but it was a very long return journey on the outside of the perimeter fence.

A month or so after Christmas, a further opportunity arose to fly in a Hastings. Mount Kapoho erupted on the "Big Island" (Hawaii). The captain of the Hastings decided he would like to have a look. Most of the detachment boarded the aircraft and he flew us the two hundred miles or so to Hilo Airport. The eruption was at its most spectacular from the air. A huge plume of smoke from the site, the smouldering lava flow down to the sea and a towering cloud of steam as it entered the Pacific. On the ground, it was not possible to get very close and consequently not as impressive. Just a column of black smoke supplemented occasionally by chunks of ejected molten material, following distant underground rumbling. Quite how the captain accounted for the extra fuel, flying hours and landing charges, I have no idea. I guess there could have been "Very strong head winds" on the normal shuttle route and an imaginary air test.

Royal Air Force Locking Apprentice Association

There was one final embarrassing moment to conclude my stay at Hickham. I was waiting outside the terminal building, ready to board the aircraft to come home. The Hunting Clan Britannia had arrived, steps were being pushed towards the door. (No fingers in those days) Faces peered from every window on the Britannia, intent on a fleeting glimpse of the Hawaiian Islands. Suddenly, the door of the departure lounge opened and the padre's wife, clutching a lei, emerged. She hurried towards me, hung it around my neck and kissed me goodbye. There was nowhere to discretely discard it between the top of the steps and the cabin. Thus, it was a very red faced Cpl. Tech., wearing a garland of flowers, who walked down the aisle, seeking a seat. A sea of faces from the terminal side of the cabin were looking at me. I could guess what they were thinking "He's probably been shackled up with that old biddy while he has been here." I could also imagine the chorus of derision if I had explained who the lady was. A stewardess eventually relieved me of my floral decoration. As the aircraft taxied to the runway, suddenly I did not care anymore. I was finally on my way home to the wife I had not seen or spoken to since returning from honeymoon, 354 days ago. I had counted every one!

Quiz

Engineering Maths Question

A Backhoe weighing 8 tons is on top of a flatbed trailer and heading east on Interstate 70 near Hays, Kansas. The extended shovel arm is made of hardened refined steel and the approaching overpass is made of commercial-grade concrete, reinforced with 1 1/2 inch steel rebar spaced at 6 inch intervals in a criss-cross pattern layered at 1 foot vertical spacing.

Solve: When the shovel arm hits the overpass, how fast do you have to be going to slice the bridge in half?? (Assume no effect for headwind and no braking by the driver...)

Extra Credit: Solve for the time and distance required for the entire rig to come to a complete stop after hitting the overpass at the speed calculated above? Yes, you can neglect friction.

I couldn't solve it either.....but who cares.....
.....the pictures are great!





Obituary

George Smith (586594) 68th, 70th & 71st Entries

From Les, Almoner RAFCAA

This is to let you know George Smith of the 68th, 70th and 71st Entries died on 18 August 2009. George had a very serious stroke while on holiday in Lanzarote. He was flown home and was admitted to hospital in Lincoln where he eventually died. George leaves a widow, Margaret, and two sons, Russell and Paul. Margaret's address is Mrs M Smith, 5 Daphne Close, Branston, Lincoln, LN4 1PQ.

John Farmer, Membership Secretary adds:

Sad news from RAFCAA. George was never a member of RAFLAA but it might be worthwhile mentioning him in the next newsletter. Will send a notice to members of the various entries he passed through that are on E-mail.

Closing Thought

Take time to think

It is the source of power.

Take time to play

It is the secret of perpetual youth.

Take time to read

It is the fountain of wisdom.

Take time to pray

It is the greatest power on Earth.

Take time to love and be loved,

It is a God-given privilege.

Take time to be friendly

It is the road to happiness.

Take time to laugh

It is the music of the soul.

Take time to give

It is too short a day to be selfish.

Take time to work

It is the price of success.

Take time to do charity

It is the key to heaven.

Royal Air Force Locking Apprentice Association

RAFLAA Committee

Appointment	Name	Address	Tel/email	Re-Election	Entry
President	Martin Palmer				91 st
Chairman	"Tiny" Kühle	22 Tavistock Clse Woburn Sands Milton Keynes Bucks MK17 8UY	(01908) 583784 Hans.Kuhle@btopenworld.com	April 2010	87 th
Secretary	Dave Gunby	23 Toynton Close Gregg Hall Estate Lincoln Lincolnshire LN6 8AL	(01522) 525484 dpgraf72@btinternet.com	April 2009	72 nd
Treasurer	Tony Horry	Hillside Cottage Kewstoke Road Kewstoke Weston-s-Mare BS22 9YD	(01934) 628383 horrycorp@aol.com	Mar 2010	76 th
Membership Secretary	John Farmer	8 Glenmore Rd Minehead Somerset TA24 5BQ	(01643) 705443 RAFLAAMS@aol.com	Mar 2010	77 th
Service Rep	Rick Atkinson	Gateway Cottage 1 Lake Walk Adderbury Oxfordshire OX17 3PF	(01295) 812972 rick-jacky@lakewalk.wanadoo.co.uk	Sep 2011	91 st
AA Rep/ Webmaster	Peter Crowe	14 Hillview Road Weston-super-Mare N. Somerset BS23 3HS	(01934) 412178 webmaster@raflaa.org.uk	Sep 2011	95 th
Craft Rep	Graham Beeston	87 Hornbeam Rd Havant PO9 2UT	Home (02392) 346242 Work 0778 8795358 graham@mapleoak.co.uk	Sep 2012	209 th
Tech Rep	Andy Perkins	107Balmoral Way Worle Weston-s-Mare BS22 9BZ	(01934) 417323 am.perkins@virgin.net	Sep 2012	109 th
Newsletter Editor	Chris Tett	45 Chapel Street Woburn Sands Milton Keynes Bucks MK17 8PQ	(01908) 583047 chris@crtett.plus.com	Sep 2011	92 nd



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
