



# RAFLAA NEWSLETTER

SERIAL 65

MARCH 2013

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## EDITOR'S NOTES

*Hello to you all,*

Thanks to those that contributed such excellent stories from the Falklands Conflict I even went out and bought the book Vulcan XV604, that's a story to equal any of the WWII legends.

How do we follow that – well I have a few thoughts.

Two years ago I returned from a five year spell in the Sultanate of Oman (you can check up in the Atlas later). Whilst out there I met a few ex-apprentices, all from the dark side (Halton) none from Locking, but in Oman there had been quite a few Stations such as RAF Masirah, RAF Salallah, which also included Loan Service staff and contracted staff. Other Stations adjacent to Oman were RAF Sharjah (UAE) and RAF Khormaksar (Aden) plus a large population of Loan Service personnel.

So the question is - do we have any stories from Oman or the Gulf area remembering that there was quite a war going on during the early 1970s, mainly in the Salallah area where the SAS had a famous battle in Mirbat. More recently, of course there has been a little conflict in the north of the Gulf where some ex-apprentices may have been involved.

Also going back to Locking days how many people remember the Persians and Jordanians marching around the Station, there has to be a tale or two from that era.

So chaps step forward all those that have been posted to the Middle East, let's hear of your experiences out there.

### **GOLDEN ENTRIES 2013 95<sup>TH</sup>, 96<sup>TH</sup>, 97<sup>TH</sup>**

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Gooseham

Morwenstow

Bude

Cornwall

EX23 9PG

Deadline for next issue – 16<sup>th</sup> May 2013 for July 2013

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

My apologies for the delay in publication but unfortunately we had to include a late obituary. Ed.

**FALKLANDS POST SCRIPT**

I have received a few exclusive photographs taken during and after the event, I have added a sample:



**NEWS FROM RAF WEB SITES**

**“RAF Apprenticeships** give you the chance to complete a UK-recognized trade apprenticeship while you’re training or working in the RAF.

You could earn an apprenticeship in a range of roles; anything from an Aeronautical Engineer, working hard to keep our aircraft ready for action, to a Chef, developing new ways to cook under pressure.

Maybe you’re an IT specialist, using cutting-edge technology to maintain our radar and communication set-ups, and develop the next generation of electronic warfare systems.

Whatever trade area you choose, you can be sure that you’ll be getting the best practical experience, skills and knowledge – and the best possible start to your RAF career.

RAF Apprentices can also benefit from accelerated pay, excellent training and worldwide travel.”

**RAF Careers Web Site February 2013**

*(RAF Apprenticeship - not as we know it! Ed.)*

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“The impact of the DTR decision will now be considered alongside the BORONA Programme which, post-departure of DCAE and No1 Radio School from Cosford, identifies the Cosford Site as the preferred estate solution for 102 Logistics Brigade returning from Germany. However, as the Army is not due to occupy Cosford until 2018, there is time to review these plans if necessary.”

**RAF Cosford Web Site February 2013**

*(No 1 Radio School on the move again? Ed)*

## LETTERS TO THE EDITOR

Dear Colin Ingram

Editor RAF Locking Apprentice Association Newsletter

At our EGM this Year, we agreed to accept all RAF Apprentices as 'Full Members' of the RAFHAAA Golf Society. We currently have Chris Inward as Members Secretary and Peter Tanner as an Event Manager, both were Locking Apprentices. I have attached our Fixture List for 2013 so that any members of your Association who are budding golfers can see what is available next Season.

I would appreciate a Welcome Advert to join the RAFHAAA Golf Society in your next Newsletter with a copy of the Fixtures for 2013.

Interested Ex-Locking Apprentices should contact either myself:

Trevor Bunce Tel: 01953884400 e-mail: [trevor.bunce@btinternet.com](mailto:trevor.bunce@btinternet.com) (Fixture Secretary)  
or

Chris Inward e-mail: [postmaster@ci643215.plus.com](mailto:postmaster@ci643215.plus.com) (Members Secretary)

*Trevor Bunce 87th Entry (RAF Halton)*

*See Page 11 for the Fixture List Ed*

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## REQUEST FOR INFORMATION

Request from Peter Walker (95<sup>th</sup> Entry)

Peter has suffered from idiopathic pulmonary fibrosis for 8 or 9 years but is at the moment in remission. His specialist suggests that a possibility exists that the problem is caused by radiation; Peter's asked if anyone in the Association also suffering from the same problem would contact him.

*Peter Walker (peawalke@aim.com)*

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## MEMORIAL DEDICATION

A request from Jim Alexander 90<sup>th</sup> Entry.

"I didn't realise that a memorial stone was being set up at the Arboretum or I would have attended as I live in Litchfield. However, I was there yesterday and noted a memorial cross for Dave Bullock. Dave and I were best mates during and for some time after our apprenticeship. I would like to know who placed the cross as I have lost touch with his family. Was it placed during the dedication? It looked a bit weathered or I would have thought it had been placed yesterday which was the anniversary of his death. My service number as issued was 684805 and Dave was 684809. I hope you can help."

*Jim Alexander 90<sup>th</sup> Entry (jjalexander@ntlworld.com)*

## RAFLAA NEW MEMBERS

A warm welcome to the following new members to RAFLAA

Entry			
80	AA	Bob	Chandler
87	AA	Bill	Rudland
87	AA	George	Dixon
101	AA	Roger	Saunders
97	AA	Dick	Newman
97	AA	Geoff	Ray
69	AA	George	Hearnden
97	AA	Colin	Howarth
211	CA	Paul	Laflin
73	AA	Ed	Broome

Welcome back to:

Entry			
108	TA	Phil	Humphrey

*More people – more stories!! Ed.*

## NOTICES

### NEXT REUNION AND AGM

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

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

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

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

Rooms can be booked now so call The Webbington Hotel, Loxton, Weston-s-Mare, BS26 2HU Tel: 01934 750100 Or Email: [sales@webbingtonhotel.ecilpse.co.uk](mailto:sales@webbingtonhotel.ecilpse.co.uk) Remember, these rates include the ability to cancel up to two days before the event without penalty so book now.



**RAF Locking Apprentices Association**

*Dinner Menu Saturday 27<sup>th</sup> April 2013*

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**Cream of vegetable Soup**

**Classic Prawn Cocktail**

*Peeled pink prawns seated on a shredded ice berg and topped with Marie rose sauce in a martini glass*

**Garlic Mushrooms**

*White mushrooms cooked in creamy sauce with a side salad*

**Duo of Melon Platters**

*Honeydew and Galia melon served with raspberry coulis and mango sorbet*

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

**Fillet of Red Mullet**

*Butter fried with cherry tomato and coriander seated on radicchio leaf*

**Chicken Sauté Chasseur**

*Pieces of chicken cooked with tomato, mushroom, onion and tarragon sauce*

**Roast Leg of Lamb**

*Whole roasted with garlic, onion, carrots and rosemary, finished with thyme sauce.*

**Stuffed Aubergine**

*Stuffed with selected mixed vegetables and feat cheese finished with black olive dressing.*

*All Served with Tomato Potatoes, Savoy Cabbage, Carrots & Fine Beans*

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

**Chocolate Gateau**

**Almond Tart**

**Raspberry Profiteroles**

**Selection of English Cheese & Biscuits**

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

**Coffee Served with Mints**



**APPLICATION FOR RAFLAA AGM AND DINNER – 27<sup>th</sup> April 2013  
DINNER DANCE AND FINGER BUFFET**

Name:

Entry No:

Address:

Date:

I wish to book both lunch & dinner for myself and/or partner: Please provide ..... tickets @ £30 pp £.....  
 I wish to book the dinner/dance only for myself and/or partner: Please provide ..... tickets @ £21 pp £.....  
 I wish to book the buffet lunch only for myself and/or partner: Please provide ..... tickets @ £10 pp £.....  
 I wish to bring guests to the dinner/dance. Please provide ..... tickets @ £31 pp £.....  
 My wife/partner would like a place on the all day coach to Wells and Street (Clarks Village) @ £20 (**Applications for the coach must be in by 1<sup>st</sup> April 2013**) Please provide ..... tickets @ £20 pp £.....

Total £ .....

*Please complete as appropriate.*

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

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

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

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

Member Name	Starters				Main Courses				Desserts			
	Soup	Prawn	Mush rooms	Melon	Mullet	Chicken	Lamb	Aubergine	Gateau	Tart	Profiteroles	Cheese

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

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

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

## ANNUAL RAFLAA REUNION TIMETABLE

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

### Timetable

Friday 26 <sup>th</sup> April 2013	18:00	Informal 'Meet & Greet' at the Webbington
Saturday 27 <sup>th</sup> April 2013	09:30	Ladies Coach Trip Departs
	11:00	Bar Facility opens in Garden Suite
	12:30	Buffet Lunch commences in restaurant
	13:30	AGM commences in Garden Suite
	15:00 approx	<b>Golden Entries (95<sup>th</sup>, 96<sup>th</sup>, 97<sup>th</sup>) presentations</b>
	15:15 approx	AGM ends. Tea served
	18:00	Bar opens in Garden Suite
	19:30	Members move into Brent Suite for dinner
	21:30 approx	Music for dancing starts
	23:59 approx	Dance ends. Garden room bar shuts

### The Day

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

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

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

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

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

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

## RAFHAAAGS GOLF FIXTURE LIST 2013

(RAF Halton)

The listed **Events** make up the full programme for 2013 and will be reviewed during the AGM at Wyboston on the 3<sup>rd</sup> July 2013.

3 <sup>rd</sup> April	RAFGS v RAFHAAAGS	Frilford Heath GC	Peter Tanner
17 <sup>th</sup> April	Presidents Cup	Mill Green GC	Allan Thompson
8 <sup>th</sup> May	The Wheel	Whipsnade Park GC	Dick Wooding
22 <sup>nd</sup> May	Founders Cup	Thorpe Wood	Damien O'Reilly
3 <sup>rd</sup> – 7 <sup>th</sup> June	Away Days	Tracy Park Wick, Bath	Fred Crooks
3 <sup>rd</sup> July	Annual Cup	Wyboston	Gerry Smith
24 <sup>th</sup> July	Don Fisher	St Ives GC	Graham Horlock
14 <sup>th</sup> Aug	Captains Day Cup	Rutland Country GC	Brian Kirby
4 <sup>th</sup> Sept	ACA v RAFHAAAGS (To be confirmed)	Thorpe Wood	Trevor Bunce
19 <sup>th</sup> Sept	Kyle Trophy	Aylesbury Vale GC	Peter Mathews
9 <sup>th</sup> Oct	Captains Autumn Cup	Burford GC	Fred Crooks / Brian Fuller

Compiled by the **Fixture Secretary**:

Trevor Bunce

01953 884400

[Trevor.bunce@btinternet.com](mailto:Trevor.bunce@btinternet.com)

## APPRENTICE DAYS HUT NUMBERING

### Locking Hut Numbering Layout Survey (2012) (refer to Sqn block position diagram for orientation wrt the Arena)

		<b>B Sqn</b>		Same as Bruce			
To NAAFI	Bath House	381	379	377	375	373	371
		382	380	378	376	374	372
		Arena					

		<b>C Sqn</b>		Same as Bruce			
To SSQ	Bath House	362	360	358	356	354	352
		361	359	357	355	353	351

		<b>A Sqn</b>		Same as Ken			
To SSQ	Bath House	343	341	339	337	335	333
		344	342	340	338	336	334
		Arena					

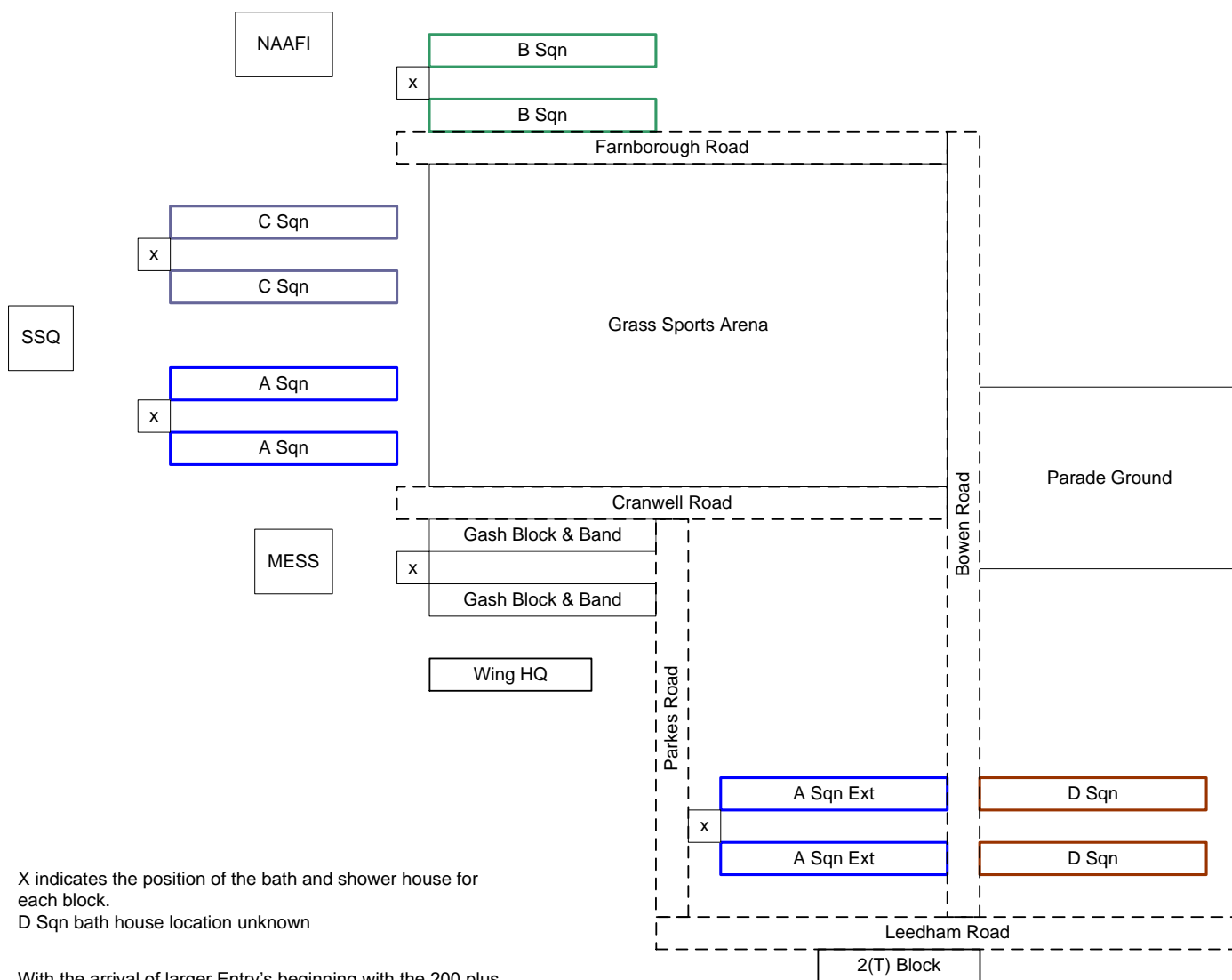
		<b>Gash Block/Band</b>		Same as Ken			
To Mess	Bath House	324	322	320	318	316	314
		323	321	319	317	315	313
		Wing HQ					

		<b>A Sqn extension</b>		tentative			
Bath House	262	260	258	256	254	252	
	261	259	257	255	253	251	
		Tech Blocks					

		<b>D Sqn/2</b>		tentative			
Bath House	?	?	?	?	?	?	
	?	?	?	?	?	?	
		Tech Blocks					

# Royal Air Force Locking Apprentice Association

## APPRENTICE Wing - Wooden Hut Squadron Block Locations (not to scale)



X indicates the position of the bath and shower house for each block.  
D Sqn bath house location unknown

With the arrival of larger Entry's beginning with the 200 plus of the 87th, the Apprentice Wing expanded in Jan 1958 to accommodate the 88th Entry who, being part of A Sqn. were located down by No 2 Tech Block taking residence in the odd numbered billets facing Leedham Road.  
D Sqn was formed with the arrival of the 89th Entry in May 1958, then with the arrival of the 93rd Entry, in Sept 1959, also of D Sqn, they were both billeted on the opposite side of Bowen Road which led down from the parade ground, again facing No 4 Tech Block.

The hat band colours allocated for each sqn were  
A - Blue  
B - Green  
C - Grey/Silver  
D - Brown



## LIFE AFTER LOCKING

### RAF DAYS

#### TIME WITH TIGERS

Many a time during my service career, I was thankful that I had opted for training as an Air Radio fitter whilst at Locking, this was never more so than when a posting to 74 Squadron came my way.

Known as the 'Tigers' due to the fearsome motif emblazoned on its aircrafts rudder, it was the first squadron to introduce the Lightning into RAF service. After a formation display at Farnborough in 1961, and the following year becoming Fighter Commands official aerobatic team, it then moved to RAF Leuchars in the Feb of 1964, where I was privileged to join it 3 months later.

It was the start of a brilliant 2 ½ year posting with this historic squadron, which had fought with distinction during the 1<sup>st</sup> World War and also the Battle of Britain.

74 shared with 23 Sqn, the northern part of the UK's air defence region, requiring each squadron to provide on alternative weeks 2 aircraft on immediate readiness. 24 hours a day, 365 days a year on Quick Reaction Alert (QRA)

Each aircraft would be attended by seven ground crew, one or two from each trade, which allowed for meal breaks, with a SNCO in charge. The pilots in full flying kit were on 10 minute readiness for a 24 hour stint, ie they had to be airborne in 10 minutes from the 'scramble' and heading out over the North Sea to intercept any Soviet Bear or Badger bombers deemed a threat to the UK.

For ground crew it was a full week on this duty, sleeping in accommodation adjacent to the especially designed aircraft Q hangars and when the klaxon went off it was a pre rehearsed organised rush to punch the button opening the doors, start the houchin power unit, remove all safety pins and strap the pilots into their seats. Sometimes they would then sit in the cockpit awaiting the off, but usually it was an immediate start to the engines and once clear of the shed there was no stopping, for it was straight into re-heat and a rapid climb into the night sky. If the aircraft went U/S for any reason then it either had to be fixed or replaced within the hour, so life could turn rather hectic in a moment, but in the main, with long periods of inactivity between alerts, QRA was in some ways rather cushy, with the one added advantage that at meal times the team were allowed to go straight to the head of any queue.

When removed from QRA duties it was back to the routine and hard graft of keeping the aircraft and its equipment serviceable, the Lightning being infamous for its cramped cockpit and the necessity for ground crew to develop special skills to gain access. For 'sparkies' the UHF and Tacan were crammed into a small compartment immediately behind the cockpit, with only the IFF transponder positioned conveniently at shoulder height further along the fuselage.

The AI23 radar, housed in a large 'bullet' mounted in the intake, also took quite a lot of heaving and shoving to replace, and although it was officially the airframe guys responsibility to do so, it always befell the radar bods to do the business and we got it off to a fine art. It was then a pleasure after all this work to relax and run the radar up, locking on to distant ships or our usual lighthouse target far out to sea, or sometimes track the huge flocks of starlings and geese heading for their evening roost. With all the heaving, shoving, climbing and lifting the 'frightening Lightning', as it was affectionately known, tended to ensure squadron 'linies' were a fit bunch of lads.

## Royal Air Force Locking Apprentice Association

Being a tiger squadron, an earlier CO had started 'Tiger Meets' of other NATO squadrons with similar motifs, held at different air bases each year and I was therefore fortunate to be with 74 when it was their turn to be hosts and able to watch representative aircraft from 6 different squadrons fly in from all over Europe. The experience gave the opportunity for pilots and ground crew alike to familiarise themselves with Dutch F86 Thunderstreak's, German F104 Starfighters, French Mirage's and huge American Voodoos and Phantom aircraft, topped off with a flying demonstration put on by each visitor in turn, a brilliant experience I shall never forget.

Possibly as a result of one of these meets 74 was invited to the German Luftwaffe Air Force base at Wittmundhaven, where we stayed for 2 weeks in March 1965 as guests of the famous Richtoffen squadron, who flew the American made F104 Starfighter. Made very welcome with a tot of schnapps immediately on arrival and later with a party in their Naafi equivalent, we found out to our cost that the GAF personnel had previously volunteered to reduce their food rations to allow for a decent pay rise. The result being that we dined on such delicacy's as cold hard boiled eggs for breakfast and the likes of tinned fish or smoked Cod heads for tea, all rather gut wrenching stuff which wasn't appreciated at all. Although offered a packet of Corn Flakes as a special treat one morning, we decided that the only way we would survive was to visit the local Beer Keller, where a 'recce' had found delicious spicy chickens roasting on a spit. With nothing like it in the UK at the time the establishment did an amazing amount of business, as virtually everyone in the detachment tucked into a whole chicken each and every night, naturally washed down with a couple of pints of hard earned lager, an absolute saviour.

The German pilots were certainly impressed with the Lightning's ability to take off just a few seconds from the pilot pressing the Avpin starter button, using internal batteries only to ignite the engines. This contrasted their F104, which besides requiring an external high pressure air source to get the engines rotating in the first place, would then wait at the end of the runway going in and out of reheat over a number of minutes. With its short stubby wings the F104, though fast in flight required reheat to achieve take off, and if this failed the aircraft immediately ploughed straight into the ground, the GAF losing many pilots this way and earning the Starfighter the unenviable reputation at the time as the 'widow maker'.

I however had reason to be impressed with the German air traffic control staff when, just after seeing off my Lightning from the peri track I glanced as another taxied by, and realised that the canopy hydraulic pump handle had not been stowed correctly, with obvious potential for in flight damage. With absolutely no chance to catch up I ran behind trying to catch the pilot's attention by waving my arms like a banshee but it all seemed to no avail, when suddenly to my utter relief the Lightning slowed and came to a stop.

Catching up somewhat breathlessly I unscrewed the offending item and showed it to the pilot so he understood the problem, then after stowing it correctly in the wheel bay and giving him the thumbs up he continued with his sortie.

An eagle eyed observer in the control tower had thankfully spotted my frenetic arm waving and had undoubtedly saved what could have been a nasty situation.

One other surprise of the detachment was finding out from German air force personnel that they kept their rifle and yes even pistol side arms in their bedside lockers as a matter of course, no armoury storage for these NATO colleagues.

Other detachments included a 5 week stay at Akrotiri in the September of 65, due to the Turks playing silly buggers, with some of us lucky enough to witness the amazing sight of 3 huge waterspouts far out to sea. This was followed two months later with a 3 week detachment to RAF Valley in Anglesey, where the pilots could fire fully armed firestreak missiles against aerial targets, towed by a radio controlled Jindivik.



The detachment turned out to be somewhat illuminating in more ways than one, especially on finding out the missile guys would, after fitting a new missile, resort to using a glowing cigarette end as a means of confirming the missiles homing head would continue to track, seemingly a well used little trick of their trade.

At the end of the exercise everyone was invited to watch replays of the gun camera films, which showed numerous hits on the towed targets and in one case a rather expensive destruction of the Jindivik itself, which ended up ploughing into the depths of the Irish Sea. The pilots were in fact extremely pleased with this particular detachment, as the results were far better compared to previous squadron's attempts.

On return to Leuchars there then followed a surprise investigation by a team from Swanton Morley, to find out just why 74 had been so highly successful. They eventually learnt that the radar bay guys had been passed on a trick that ex 91<sup>st</sup> Entry Ian Davies and I had used together whilst at RAF Middleton-St-George, in that we improved slightly on the standard Vol 4 setting up procedures for the AI23 radar.

Being a mono pulse radar we had found by experiment that rather than adjusting aerial phasing pots for a null on test bed meter dials, it was far better to lock on to a distant target and then at the same time as switching the Tx off and on, offset the scanner and adjust the same pots for maximum 'pull in rate' back on to the echo, this achieved a far firmer lock onto weak targets and at greater range than hitherto.

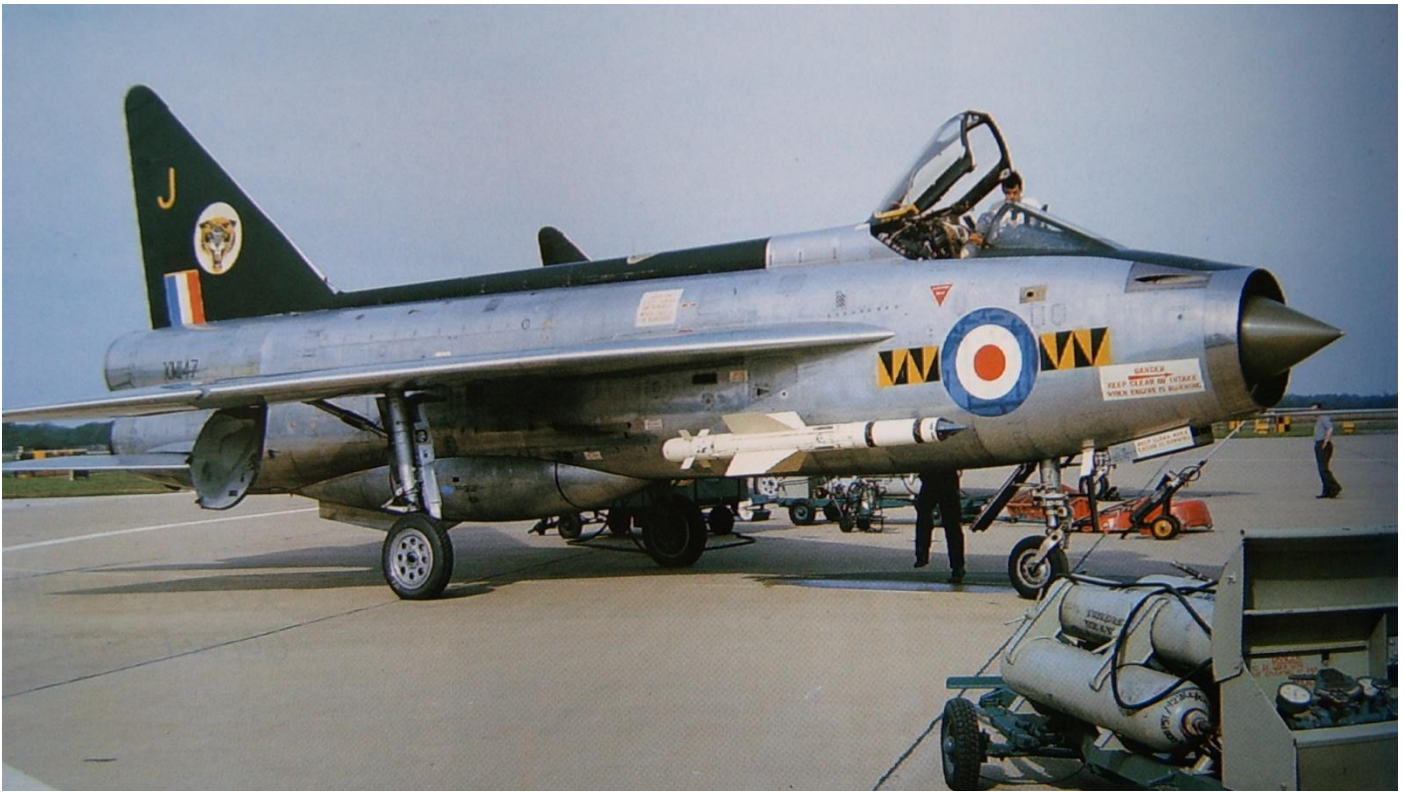
The Swanton guys were somewhat gobsmacked at this revelation and went away to cogitate, but the proof was as they say in the pudding, a little 'sparkies' trick of the trade, and one up to Locking training of using ones initiative to achieve the best!!

I never did find out if the Vol 4 was officially amended because six months later my time with 74 came to an end, with a posting to RAF Seletar Singapore, where I spent the next 3 years working on the rather more sedate Andover's of 52 Sqn.

I did however have the pleasure of meeting up with many 74 colleagues once again when just 3 months after my arrival, the squadron itself also transferred to the Far East, based just down the road at nearby RAF Tengah. It was a great honour therefore to receive completely out of the blue an invitation to the squadron's 50<sup>th</sup> anniversary parade, held on 22 March 1968. At the reception after, my wife Brenda and I enjoyed a drink with old friends and thrilled to watch the Lightning's roaring down the runway and up into the wide blue yonder once again. It was altogether a memorable day, and wonderful to be able to spend time once again in the company of 'Tigers'.

**POST SCRIPT.** Very secret at the time of my first PG course at Yatesbury July 1961, with our AI23 notes having to be kept securely under lock and key every night. Imagine the surprise on a recent visit to London's Science Museum with my grandsons, to find an example of that same technical wizardry sadly gathering dust as a historic display piece. The march of time eh!

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



## AN EMBRYO CAREER

Anyone driving along the A.4. between Calne and Marlborough in the 1950's to mid 1960's, would almost certainly have noticed a large collection of ancient wooden huts on the northern side of the road. This was No. 2. Radio School -- R.A.F. Yatesbury. It was there in August 1963, I booked into the guardroom, to commence a new career as a "volunteer" instructor. Having spent the previous three years at Linton-on-Ouse working primarily on radar, I was a mite surprised to be allocated to the Wireless Squadron. With little ceremony I found myself in the S.T.R.18 (H.F.) lab., directed to learn the equipment (which I had never seen before) A.S.A.P., in order that I could be of some use.

On the domestic side, our caravan was transported from Linton to a wide open, wind swept site by the playing fields, on the north edge of the camp. Bleak and uninviting compared to the one we had left. A disused hanger, half a mile away, provided covered parking for our car.

On the 18th September 1963, I trod the well worn path to Uxbridge, to attend the three weeks Instructional Techniques Course. This, without doubt, the best and most interesting course I have ever attended. Much of the information provided, I employed regularly in my subsequent 30 year teaching career. After almost 50 years, I still remember two outstanding lecturers there. One, a Sqdn Ldr psychologist, illustrating a teaching principle, gave a talk about a matchbox. His theme related to dropping the box. If done in a specific fashion, he asserted, it would always come to rest in the same position. In the end he never actually dropped the box but for days afterwards groups of people were to be seen with the item, attempting to prove his theory. The other a Ch.Tech. Airframe Fitter, gave a demonstration lecture on the operation of an aircraft undercarriage. My initial reaction was "this is going to be really boring, I have no interest whatever in airframe topics." Within a few minutes, I was totally absorbed, trying to work out what the next step in the sequence would be. At the end of the session, my one thought was "I want to be able to teach like that!"

It did not take long to come to terms with the S.T.R.18. and I settled down to teach mainly Fitters Courses. In breaks between courses, learning then teaching the AD 7092 Radio Compass. Taking and passing a Snr Tech board quickly followed and within a short time, an invitation to the Station Commander's office (Grp Capt Pugh.) There given a short lecture on becoming a member of a most exclusive club and presented with my third tape. He considered that anyone could come straight off the street into the Officer's Mess but to enter the Sgt's Mess required you to be time served in the service, which made it a special, select institution.

Within a few days the Ch.Tech. i/c the STR lab moved on and I inherited my first inventory. Shortly after this I became the unwilling owner of a couple of the living accommodation wooden huts. All pretty disconcerting for someone who had very little experience of either responsibility.

Those who spent time on the Yatesbury Wireless Squadron at this time I'm sure will remember the c/o, a certain Sqdn. Ldr. Florczak. More commonly known (out of his hearing) as Flossie or Flo. As the name suggests, he was of Polish extraction and a real character. His bark infinitely worse than his bite and fiercely defensive of his men and empire against all comers. My elevation brought me into much closer contact with him, during his regular inspections. He seemed to quite enjoy an argument, if you were prepared to respectfully stand up to him. The first serious encounter came, when he inspected my newly acquired barrack huts. Somehow or another we got into a discussion as to my principle function --- N.C.O. or Technician. He firmly believed it was the

## Royal Air Force Locking Apprentice Association

former. My contention was that the R.A.F. had spent three years and thousands of pounds training me as a Technician and virtually nothing on N.C.O. training. Therefore the latter was my most important role. The topic bounced back and forth as we walked through the two huts and he picked up virtually no flaws in that time. The ploy seemed to work on subsequent inspections, with him often instigating it, to check if I had changed my mind. Another vivid memory is of one of his inspections of my lab, he commented that the windows were dirty. My riposte was "surely sir you don't expect me as a senior N.C.O. to clean windows?" His response, "no sergeant, when I have finished my inspection I will come back and help you!" Needless to say, he did not come back and I didn't clean the windows.

To try and keep us up to date, instructors were required to do occasional one week liaison visits to operational stations. I was not enthusiastic about the idea and in my experience our hosts were pretty apathetic. I did two whilst at Yatesbury, Coningsby and St Mawgan. Both turned into a quick once round the Electronics Centre or R.S.F. and the rest of the week, playing snooker in the Sgt's Mess. Though, at St. Mawgan I was offered a reconnaissance flight over the Atlantic in a Shackleton, which I politely declined.

In mid 1964 the M.O.D. carried out a major refurbishment of the whole Yatesbury hut heating system. The obviously huge expenditure, prompting mischievous rumours of plans to close the station down. These eventually proved to be correct, when early in 1965 we were told that instructors and equipment were to move to either Cosford or Feltwell. I rather fancied the latter but it was decided that the S.T.R.18 was destined for Cosford. As I still owned it, I was to pack up the equipment and rebuild the lab when we got it there.

My wife gave up her job in the Families Shop, we sold our caravan and she moved temporarily to her mother's home in St. Neots, while I moved into the Mess. This arrangement led to a minor encounter with the Bedfordshire Constabulary. Driving back to Yatesbury very late one Sunday evening, with our Singer Chamois packed with cardboard boxes, I noted, in my rear view mirror, rapidly approaching headlights. These quickly surmounted by a flashing blue light. Unable to work out what I had done wrong, I pulled over and stopped. The vehicle behind did the same and two very substantial policemen emerged. Invited to get out of the car, I complied. They enquired as to who I was and where I was going. My explanation and production of my 1250, thawed the atmosphere slightly. A torch, shone into my car, prompted a further question. I explained that the boxes were empty, shortly to be filled with the contents of our caravan. Unconvinced, they asked to look inside. Having examined 3 or 4 they gave up, apologised for stopping me and to my relief, let me go.

A couple of weeks or so later, I bade a not particularly fond farewell to Yatesbury. Fervently hoping that everything on my inventory would arrive safely at Cosford.

*Mike Collier*

**THIS IS ROBERT JAMES CHANDLER FROM THE 80TH ENTRY.**

Well I started off going to school while the war was on not a good start I would say going to a church school where I failed the 11 plus, all helps one to be condemned to labouring jobs so every one said at the time, worst was to come at 15 a got a job that I was sacked in 3 weeks then my next job lasted 3 months, then I got a job at a local toy shop 6 day a week job. I didn't like night school so I applied to the RAF Apprentice had to do an exam at my old school, next knew that I failed, but they said try again so I did and got accepted. I went to RAF Halton for the medicals etc I loved it all, us young boys sleeping in a barrack block I have no brothers.

I was on Bristol station waiting for my train when over the speakers they played the song 'A stranger in paradise' that's a good start don't think Locking was exactly paradise.

So I and about 90 others arrived a fortnight early we didn't do much, still in civvies, for that time so April the 1st came when we all signed on April Fools day what can you say about that then! You all know what happens then the nice Sgt becomes a demon from hell also the Cpl his assistant working day and night expect we all to be in bed at 10pm dressed in our new pyjamas. We learnt all the things very well, documented by others on this site, waking up at 6.30am most of us got up bit early to get ready for parade and inspection of about every thing, we had a walk to the mess in great haste corn flakes and fried egg a full English breakfast plus our pint mug of tea.

Then we were kept on camp till we were fit to present us to the world in our brand new uniforms, I liked that as we came from the rich to the poor we were all treated the same after all I was a failed 11 plus lad no private school for me no uniform at school either. The first year of Locking education work was hard for me, but to others it was kind of revision mechanics, pounds, mass and weights what a most confusing terms they were, then there was true air speed and all that navigation stuff, hadn't done trigonometry either by the way, I did manage quite well at it later on but, I still had to survive the first year!

So after 3 weeks we were let loose on Weston-super-mud as we where to find out at least it was summer and loads of visitors. I like cricket but never given a game, the 80th was good at rugby all those Welsh lads taught us a few things, not me a dirty rough game, after all I had three sisters and rugby was neither played at my school I wasn't known for my sporting achievements.

But I did know how to build a crystal set and one valve radios could repair some TV sets so listening to radio Luxemburg on Friday night I believe water pipes and bed frames was enough to listen on our crystal sets I done it at home some years before.

Pilot Officer Roger Forster our maths teacher introduce me to Christian teaching he was better at that than teaching us mathematics I went to SSAFA and later on to Bristol Road Baptist church Allan Viller will remember.

That's an intro to all of you who where there with me Sgt Rice left before we did he was good at judo and tried to get us all to have a go.

I hope you can make sense of this I found out after I retired that I am dyslexic apparently the higher education at my last job Kingston on Thames university didn't know that either

*Bob Chandler 80<sup>th</sup> Entry*

## HUMOUR

Two elderly gentlemen from a retirement centre were sitting on a bench under a tree when one turns to the other and says: 'Slim, I'm 83 years old now and I'm just full of aches and pains. I know you're about my age. How do you feel?'

Slim says, 'I feel just like a newborn baby.'

'Really? Like a newborn baby?'

'Yep. No hair, no teeth, and I think I just wet my pants.'

---

Three old guys are out walking.

First one says, 'Windy, isn't it?'

Second one says, 'No, it's Thursday!'

Third one says, 'So am I. Let's go get a beer.'

---

### Top 10 Senior Texting Codes

- ATD - At the Doctor's
  - BFF - Best Friend's Funeral
  - BTW - Bring the Wheelchair
  - BYOT - Bring Your Own Teeth
  - DWI - Driving While Incontinent
  - FWIW - Forgot Where I Was
  - FYI - Found Your Insulin
  - LOL - Living on Lipitor
  - ROFL...CGU - Rolling on the Floor Laughing...Can't get Up!
  - TOT - Texting on Toilet
  - WWNO - Walker Wheels Need Oil
- 

- You're never too old to learn something stupid.
  - A clear conscience is the sign of a fuzzy memory.
  - We never really grow up, we only learn how to act in public.
- 

### Instruction from Military Manuals

- "Aim towards the Enemy." (*instruction printed on US rocket launcher*)
- "Five-second fuses only last three seconds." (*infantry journal*)
- "Don't draw fire; it irritates the people around you."
- "If you see a bomb technician running, follow him." (*USAF ammo troop*)
- "When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash."
- "Mankind has a perfect record in aviation; we never left one up there!"
- Basic Flying Rules: "Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground buildings, sea, trees and interstellar space. It is much more difficult to fly there."

## TIT BITS

### EARLY APPRENTICE DAYS

Early intakes enlisted at Farnborough in May of 1917, other intakes of boys joined at Blandford Camp at about the same time. The early intakes who passed through Blandford had a very uncomfortable introduction to service life. The wooden huts often lacked windows had broken doors and at night badly heated. The ablutions facilities were minimal, and in the winter months the boys had to break the ice in the water buckets to wash. They spent a great deal of time, often stripped to the waist, lining up for medical exams, inoculations and vaccinations, as part of a routine that included military haircuts, cookhouse fatigues and elementary foot drill.

As part of their induction process at Blandford the boys were issued with Army khaki infantry uniforms as working dress, but adorned with brown leather RFC buttons and belt buckles, these needed no polishing. The custom in the boys' service of 'improving' uniforms started in these early days at Blandford with the substitution of brass buttons and brass belt buckles also included one complete Royal Flying Corps khaki uniform, consisting of the RFC so-called 'maternity jacket' with matching breeches and puttees. At the top of each jacket sleeve was worn a patch carrying in red the words 'Royal Flying Corps'. A short great-coat was also issued, a peaked cap and a brass RFC badge.

Boys from Blandford moved to Halton, where they were housed into wooden billets, more boys followed from Blandford and Farnborough. The lines of huts had only bucket sanitation, and the washing facilities consisted of a tap leading to a communal water trough in the open between the lines. Washing arrangements took the form of a warm shower once a week in a draughty, outside corrugated iron bath-house.

Cranwell Boys arrived at Halton, and they were later to be renamed Aircraft Apprentices. The precise date of the change is unknown, there is one written account by a Boy Mechanic in March 1919. He records that at the end of his two-year course, Air Marshal Trenchard, then CAS, paid a visit to Halton, carried out his inspection and told them that they were the future of the Service. He seems to have referred to that future as belonging to ex- Apprentices.

(edited from a copy of Spirit of the Air) Ed



Does anyone have any Reviews that can be digitized and published. Ed.

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**RAFLAA**  
**ROYAL AIR FORCE LOCKING APPRENTICE ASSOCIATION.**

**Minutes from the Committee Meeting held at Flowerdown House, Weston Super Mare on Thursday  
31<sup>st</sup> January 2013.**

Members present:

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

The chairman opened the meeting at 13:00 hrs. greeting all members, followed by the Apprentice Prayer.

**Item 1. Apologies.**

- The whole committee being present, there were no apologies.

**Item 2.**

- Apart from Item 7. Charitable Donations.
- It was decided at the AGM held at The Webbington on Saturday 20th April 2012, that there would be no Charitable Donations. When this was brought to the attention of the committee, it was agreed that there would be no donations, and that The Constitution would have to be amended.
- Thereafter, the minutes were correct.
- Proposed by Pete Crowe and seconded by Jim Doran

**Item 3 Matters Arising**

- Apart from above in Item 2, there were no other matters arising.

**Item 4 Treasurer's Report.**

- Because this meeting was held before the end of the financial year, the treasurer's report was only an interim one, with the complete one to follow at the end of February. This would be produced at the AGM in April 2013.
- The Treasurer confirmed that the duo "Atlantic Crossing" had been booked for the Dinner/Dance after the AGM.
- He also confirmed that the usual donation of £40 would be made to Flowerdown House in gratitude for making their facilities available to the committee.

## Royal Air Force Locking Apprentice Association

His report is as follows.

### RAF LAA INCOME/EXPENDITURE JULY 2012 – JAN 2013

Brought forward from July 2012

<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">Deposit Bond</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Business Money Manager A/C</td> <td></td> <td>£5,189.97</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Current A/C</td> <td></td> <td>£1,202.85</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Cash</td> <td></td> <td>£24.33</td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Total Funds</b></td> <td></td> <td></td> <td>£6,417.15</td> <td></td> <td></td> </tr> <tr> <td colspan="6"> </td> </tr> <tr> <td colspan="6"><b>Income (Sales)</b></td> </tr> <tr> <td>Membership Renewals</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Standing Orders</td> <td style="text-align: right;">85</td> <td style="text-align: right;">870.00</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Cheques</td> <td style="text-align: right;">2</td> <td style="text-align: right;">20.00</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="6"> </td> </tr> <tr> <td>New Members</td> <td style="text-align: right;">5</td> <td style="text-align: right;">75.00</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Life</td> <td style="text-align: right;">0</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="6"> </td> </tr> <tr> <td>Ties</td> <td style="text-align: right;">2</td> <td style="text-align: right;">15.00</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sales - Videos</td> <td></td> <td style="text-align: right;">0.00</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sales – Coins</td> <td></td> <td style="text-align: right;">0.00</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sales – wheels</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>AGM</td> <td></td> <td></td> <td style="text-align: right;">980.00</td> <td></td> <td></td> </tr> <tr> <td>Donation (AGM Fund Raising)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="6"> </td> </tr> <tr> <td>Interest</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Business Money Manager</td> <td></td> <td></td> <td style="text-align: right;">1.89</td> <td></td> <td></td> </tr> <tr> <td>Deposit Bond</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="6"> </td> </tr> <tr> <td>Total Income</td> <td></td> <td></td> <td style="text-align: right;">£981.89</td> <td></td> <td></td> </tr> <tr> <td colspan="6"> </td> </tr> <tr> <td><b>Total Balance</b></td> <td></td> <td></td> <td style="text-align: right;"><b>£6,754.90</b></td> <td></td> <td></td> </tr> <tr> <td colspan="6"> </td> </tr> <tr> <td>Deposit Bond</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Business Money Manger</td> <td></td> <td style="text-align: right;">1543.61</td> <td>)</td> <td></td> <td></td> </tr> <tr> <td>Current A/C</td> <td></td> <td style="text-align: right;">5191.86</td> <td>)</td> <td></td> <td></td> </tr> <tr> <td>Cash</td> <td></td> <td style="text-align: right;">24.33</td> <td>)</td> <td></td> <td></td> </tr> <tr> <td><b>Total Funds</b></td> <td></td> <td></td> <td style="text-align: right;"><b>£6,759.80</b></td> <td></td> <td></td> </tr> </table>	Deposit Bond						Business Money Manager A/C		£5,189.97				Current A/C		£1,202.85				Cash		£24.33				<b>Total Funds</b>			£6,417.15			 						<b>Income (Sales)</b>						Membership Renewals						Standing Orders	85	870.00				Cheques	2	20.00				 						New Members	5	75.00				Life	0					 						Ties	2	15.00				Sales - Videos		0.00				Sales – Coins		0.00				Sales – wheels						AGM			980.00			Donation (AGM Fund Raising)						 						Interest						Business Money Manager			1.89			Deposit Bond						 						Total Income			£981.89			 						<b>Total Balance</b>			<b>£6,754.90</b>			 						Deposit Bond						Business Money Manger		1543.61	)			Current A/C		5191.86	)			Cash		24.33	)			<b>Total Funds</b>			<b>£6,759.80</b>		
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 |                                |         | |--------------------------------|---------| | <b>Expenditure (Purchases)</b> |         | | Pins                           | £0.00   | | Ties                           | £0.00   | | Video                          | £0.00   | | Social                         | £0.00   | | Donations                      | £40.00  | | Name Badges                    | £4.90   | | <br>                           |         | | AGM – 2012                     | £200.00 | | Advert                         | £34.00  | | Bank Charges                   | £0.00   | | Audit                          | £0.00   | | Refunds                        | £0.00   | | <br>                           |         | | Bank Charges                   | £0.00   | |                                | £278.90 | | <br>                           |         | | <b>Overheads</b>               |         | | Travel                         | £231.50 | | Printing                       | £96.00  | | Telephone                      | £0.00   | | Postage                        | £37.74  | | Stationery                     | £0.00   | |                                | £365.24 | | <br>                           |         | | Total Expenditure              | £644.14 | | <br>                           |         | | Surplus/Deficit                | £337.75 | |

Presented to LAA Committee - January 2013  
Tony Horry - Treasurer

**RAFLAA Committee Meeting – 31<sup>st</sup> January 2013 - Treasurers Report.**

Accounts as per the income/expenditure statement for July 2012 – Jan 2013

- The Bank statement for period Jan-Feb 2013 is awaited.
- It will enable the completion of the FY accounts for 2012/13.
- When figures complete I shall arrange for the independent check.
- I shall e-mail the completed Accounts to each Committee member.

<b>Donations</b>		
Flowerdown House RAFA	40.00	RAFLAA Cttee Meeting (July 12)

**Outstanding Cheque Payments**

100 699	Graham Beeston	139.04	Printing & Postage
100 700	Mike Curtis	5.20	Name Badges
100 701	Peter Crowe	83.43	Web hosting (5 years) (will be shown in next years a/c's)
	<b>Total</b>	<b>274.67</b>	

- **AGM 2013 – 17** booking forms have been received for the event.
- 11 people have requested booking for the coach to Wells & Street
- Cheques will be banked to be accounted in next FY – Tickets to be sent out
- “Atlantic Crossing” has been booked for the event.

**Recommendations:**

- Income/Expenditure for period July 2012 to Jan 2013 be approved as presented. The final FY figures will include receipts and payments shown on the bank statement for period January – February 2013, which will be received around 12<sup>th</sup> Feb..
- Accounts for 2012/13 be approved subject to independent check for presentation to the AGM
- That a donation of £40 be made to Flowerdown House for their hospitality for to-days meeting.
- That arrangements for AGM bar subsidy be confirmed under agenda Item AGM 2013

The chairman thanked the treasurer for all his work in producing his report.

Proposed by Graham Beeston and seconded by Rick Atkinson

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

**Membership Details**

- Latest membership number used is 702 (692 at the AGM In April)
- 11 New members since the AGM including 1 Re join (Phil Humphrey – 108<sup>th</sup>)
- Membership Numbers as at today – according to the data I hold there are currently 370 active members

**Newsletter Hardcopy Requests:**

- A total of 35 for current active members, 3 of which are overseas (France, Australia and USA).
- 3 to Associations – Halton, Cranwell and the Admin Apprentices Association.
- Regular Newsletters to Widows totalling only 9 (down from 13) at this time. Mrs Sloley has requested to stop the NL after the March 2013 issue.

**Email addresses –**

- Still experiencing emails being bounced but it has significantly reduced. Just a matter of on-going maintenance and reminders.
- Please direct all contact and communications regarding Email Addresses and any changes to me.

**Golden Entry's' this year - 95<sup>th</sup>, 96<sup>th</sup> and 97<sup>th</sup> Entry**

**Members Contact**

- 1 member has provided some photos of his days at Locking and requested these be installed on the Association Website. Peter has agreed to accommodate this – cd of files passed to Peter. Apprentice is Peter Langsdale 93<sup>rd</sup> Entry who currently resides in Sweden (Gothenburg)

**Advertising:**

- Continuing via Airmail and seeking other routes i.e. RAFA Clubs.

**Item 6. Secretary's Report.**

- I did inform the committee, that one of our past chairmen, and founding member, Joe Holdroyd, (85<sup>th</sup> entry) was very ill. When I spoke to him on the telephone, before Christmas, I did pass on the best wishes, not only from the committee, but from The Association as a whole. Whilst chairman, he had put in a lot of work, which resulted in the association being in such good shape as it is today. He does, however, anticipate attending the AGM in April this year, which is good news
- I am glad to report that since the AGM in 2012. I have had to write only one letter of condolence. It was on behalf of Ken Shires (ex-96<sup>th</sup> entry). He was not a member of the association, but I wrote a Letter of condolence to his widow, nevertheless.
- Last year, I wrote about a dozen, and it was quite depressing.
- A few of us, including the Chairman, attended the funeral of David Painter (ex 73<sup>rd</sup> entry) not because we knew him particularly, but because he lived relatively close to us, and was cremated in Slough Crematorium.

## Royal Air Force Locking Apprentice Association

- It was requested at the last AGM that all members of the association, be informed on the death of another member. I have been notified of the death of Jess Jessup from the 76<sup>th</sup> Entry, but as yet have had no details of his funeral. He is believed to have returned from the United States to live in Norfolk, but details are not yet available
- I am sorry not to have mentioned Rick's name in the last minutes with regard to the meeting with the developers. He actually set up the meeting, but was too coy to say.
- Sorry Rick. I will try and do better this time.
- Dave Gunby wished to be remembered to all committee members, and to relate that his health was improving. The Chairman stated that he had sent Dave Gunby a Christmas card on behalf of all committee members.

### **Item 7.      Charitable Donations.**

As covered in Item 2.

### **Item 8.      RAF Locking Apprentice Memorial**

- The Secretary enquired from the committee exactly what was desired, and in what form the memorial would take. ie. Street Names, or a plaque.
- Rick Atkinson said that nothing could be done, until the developer, GVA., had submitted planning application to the council, and that when that was done, under Section 106, the developer will put some money forward for the purpose of improving community facilities.
- As yet, there was no master plan, but a careful watch would be kept over the developer, to ensure that the LAA's needs were kept in mind.
- Tony Horry suggested that the LAA collaborated with the RAF Benevolent Association, so that we could share efforts. He also stated that Weston College were looking for sites on which to expand, and that the Locking site might be acceptable for consideration. In which case perhaps a plaque in the college on the Locking site, might meet our needs. All the members at the AGM should be informed of any progression, and provision will be made on the agenda for the meeting in April.
- Action: Tony Horry to write to the principal of the Weston College to make enquiries as to the possibility of a plaque being place in the possible new building.

### **Item 9.      AGM 2013**

- The Chairman, Membership Secretary and the Secretary, had called in to The Webbington, earlier that day to ensure that the management had catered for all our needs. For the hard of hearing, a PA system would be used this year, with the use of two radio microphones.
- Action: Secretary to contact management at Webbington to check the possibility of recording device with the PA.
- Drinks would be subsidized by £1 per drink from Association funds.
- A seating plan would be produced so that members may append their names in groups as they wish.
- Action: Rick Atkinson, to produce a seating plan
- Colin Ingram will make a decision on the "Wordsmith Award" and produce the trophy.
- It was mentioned that The Royal Hotel in Weston-s-Mare was under new management, and that because of its proximity to the town centre, that it might be considered in future for the AGM It also benefits the ladies, who can go shopping during the meeting.

**Item 10.**      **RAF LAA Web site**

- Pete Crowe stated that those members with “chrome” on their PCs were unable to open Newsletters on the web site, and there was no known solution at the moment.
- The new password for the web site from March 2013 onwards would be <JOEH13> a tribute to Joe Holdroyd.
- The chairman thanked Pete for all his work in producing the site.

**Item 11.**      **FABEA (Demise of RAF CAA and Brats 192)**

- At the end of 2013, both CAA and Brats 192 will cease to exist owing to lack of members and age of present ones. With this in mind it was decided to invite the ex-members of the defunct CAA to join the LAA as associate members, and this proposal would be put to the AGM with a proposed change to the Constitution to accommodate this action.

The proposed change would be to Item 9 in the constitution, which would now read:

**Membership**

9. Membership of the Association is open to all Apprentices of the Royal Air Force and other Air Forces, who underwent all or part of their training at No1 Radio School, RAF Cranwell and RAF Locking. Additionally, Associate Membership may be offered in selected cases to individuals who had a close association with the training of apprentices at RAF Locking or who made a significant contribution to the training.

Pete Crowe suggested that he placed the invitation on the web site, and this motion was proposed by Tiny Kuhle and seconded by Jim Doran.

**Item 12.**      **Newsletter**

- It was unanimously agreed that the last edition was exceedingly good and that was down to Colin Ingram, the editor.
- In the next issue Colin proposed to publish photographs of Argentines in the Falklands.
- He also said that he was proposing a theme for the next issue which was to be the Middle East, and that members would be invited to contribute with stories about their experiences there.
- He had received from RAF HAA an invitation for our members to play in a golf competition, which he would also include.
- Colin had been asked if he wished to take possession of old RAF Locking Training Notes, but storage would have been a problem, and no committee members thought that they were worth keeping.
- There were a few numbers of the Locking Review, which Colin wanted “digitising” so that they could be placed on the web site.
- The old chestnut of “Hut Numbers” came up Tony Horry suggested that a plan be put up at the AGM so that members could test their memories by appending the numbers for themselves!!!
-

**Item 13.**      **Any Other Business.**

- Concerning the Constitution, Colin Ingram suggested that paragraph 2 be deleted in total. All agreed
- Paragraph 22 should read: All correspondence should be sent to the secretary, whose address is to be found on the web site.
- With no other members having any other business, the Chairman asked the committee to contribute ideas to celebrate the 20<sup>th</sup> anniversary of the inauguration of the RAF LAA.
- A trip on the Paddle Steamer “Waverley” was a possibility, but it was out of service at the moment, and should be reconsidered in the Spring when schedules commenced. On the list of possibilities should be a visit to either RAF Cosford or RAF Hendon’s Museums.
- A date to be considered for the celebration should be Saturday 22<sup>nd</sup> June as that was the nearest date to the original (19<sup>th</sup> June). There were doubts cast as to whether or not it should be a weekend. A weekday would be quieter, but some of our members were still “in Harness” and so could only attend a weekend day. In any event the week beginning 17<sup>th</sup> June should be nominated.
- Suggestions should be forwarded to the Chairman by e-mail, and if more than one suggestion, then put in order of preference.

**Item 14.**      **Date of next Meeting**

It was decided that the next committee meeting would be held on Thursday 25<sup>th</sup> July at Flowerdown House W-s-M commencing at 13.00hrs.

Meeting Closed at 15:15 hrs.                      Chris Bryan (Sec LAA)



## OBITUARIES

### JESS JESSUP (76TH ENTRY)

I have been informed of the death of Jess Jessup which occurred on Sunday 20th January - the 59th anniversary of the 76th entry being formed at RAF Locking.

Jess was a founder member of the LAA from which he resigned in 1999. He emigrated to the USA in 1984, but returned to the UK in 2000 and has been living in Old Costessey, Norwich.

The funeral arrangements are not known at this time.

If anyone is thinking of attending Jess's funeral, please let me know, and I will forward the details to you, as soon as I have them

### JOSEPH HOLROYD (85<sup>TH</sup> ENTRY)

It is with regret that I report the passing of our friend "Joe" our RAFLAA 85<sup>th</sup> entry colleague on Wednesday 13<sup>th</sup> February. Our sincere condolences and thoughts go to Pat and the family.

It was Joe's drive and enthusiasm that the RAFLAA became a reality, and flourished over the years, with Joe being a very active committee member.

Joe was very much a family man. He met Pat in Weston during the latter part of his time at Locking and they married soon after. They became a strong team, and shared their many travels overseas, including 'Winter sports'.

After a number of overseas tours, Joe moved to RAF Henlow and continued there until his service was complete and thereafter as a civilian. Joe was always a 'Hand's on' and no nonsense person, and was an excellent manager, and attained the rank of 'Squadron Leader'.

Whilst Joe and Pat were at Henlow, they bought a cottage in Guilden Morden, near Royston. It very quickly became apparent Joe was totally involved in the running of the Village, being Church warden, bell ringer, councillor, etc., and all other recreational activities!

Joe will be much missed by Family and friends, also the community, and his old RAF friends.

John Brooke

## FINAL THOUGHTS

*A short ditty found amongst a relatives papers. Ed.*

### *ODE TO AN ERK*

*While he is right who proudly sings  
The praises of the man with wings  
And honours him who in the blue  
Fight England's battles well and true.*

*In Christian charity he fails  
Unless he sings the glorious tales  
Of those whose toil behind the scenes  
Makes possible his nation's dreams.*

*The humblest erk who scrubs and mops  
Is just as vital on 'ops  
As he who sports upon his breast  
That coveted and well earned crest.*

*All service ranks the same with Him  
The view God takes is very dim  
Of those who scoff and scorn or sneer  
At those whose work is drab and drear.*

*They also serve who only stand  
And wait, or dig the untilled land;  
The kingdom of the better things  
Is not 'reserved' for men with wings.*

*'Per Ardua ad Astra' means  
'By struggle to the stars' it seems;  
Let's honour then the willing erk  
Who rises on the wings of work.  
(S/Ldr. Rev. A. Whitmore,  
2 I.T.W. Cambridge.)*

Royal Air Force Locking Apprentice Association

**RAFLAA COMMITTEE**

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

Teach us good Lord, to be thankful

For all the good times we had,

The skills we have learned,

The friendships we have shared

And the companionship we have enjoyed.

May all who have served the Apprenticeship of the Wheel

Be ever mindful of the needs of one another.

## Amen

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