



Royal Air Force Locking Apprentice Association

# LAA NEWSLETTER

Serial 27

June 2000

## HIGHLIGHTS IN THIS ISSUE

- **Y2K AGM**
- **Report on June Committee Meeting**
- **Obituary**
- **Reminders**
- **Contacts**

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### AGM —

Some Accommodation has been reserved on a 'First come first served' basis.

### Committee —

See Vacancy Notice for a Membership Secretary.

## ACCOMODATION FOR AGM

**A**lthough serving members of the Association may be able to arrange on-base accommodation at RAF Henlow all the indicators are that this is not going to be easy. In view of this we felt that it would be sensible to try and make a block booking in a local Motel/Hotel and arrange coach transport to and from the evening festivities.

The best deal I have found is with the Travelodge at Stotfold, on the A1 some 8 miles from Henlow. They offer double/twin rooms at £30 per night, subject to a minimum of 10 rooms being booked by mid July; the room rate is reduced to £28.50 if we can reserve 20 rooms. The cost of hiring a coach to take us to and from Henlow would be between £6.50 and

£10/couple dependent on the numbers involved. i.e. an all in cost of accommodation (room only basis) and transport to and from the evening function for between £35 and £40 per couple.

Note: - the Travelodge does not have a single room rate so why not share a room and save yourself some money. After all many of us started at Locking in 24 bedded rooms so two to a room is luxury.

I am prepared to organise the booking of accommodation and transport for all responses received by me (home address) not later than 20th July. (As the Travelodge require payment with the booking I feel we should ask for a £30 deposit with all requests for accommodation.)

Bert Davies Chairman

## RADIO EX-APPRENTICES SOCIETY (SOMEONE BEAT US TO IT)

ALTHOUGH there has been some response there are still not enough names to make up Radio Ex-Apprentices register, although the file does grow slowly. In order to get the Society really under way, it is proposed to hold a re-union dinner in Weston-super-Mare, Saturday 19th September 1959, Battle of Britain Day. The Station Commander at Locking has granted permission for the station which is, of course, No. 1 Radio School, to be open to Radio Ex-Apprentices for this occasion in order that present-day radio equip-

ment and training facilities may be inspected. The dinner will be held at the scene of many of our present-day Apprentice passing-out dinners. The Grand Atlantic Hotel, Weston-super-Mare. Total cost for tea on the station, dinner and local transport will be 27/6. Dress for the dinner will be dark lounge suits.

From those who are unable to attend, we would like to have the following details for inclusion in the register, which will be published in the Locking Review for 1960.

(Locking Review 1959)

**Y2K AGM RAF HENLOW SATURDAY 16TH SEPTEMBER*****ACCOMMODATION REQUEST FORM***

**Accommodation and transport to/from the evening function held at  
RAF Henlow.**

Name:

Address :

**Accommodation**

No. in Room

Smoking

Non Smoking

**Transport**

Number requiring Transport

Please book Accommodation and Transport for the above, a Deposit of £30 is enclosed.

If Accommodation/Transport required please return this form and the deposit to Bert Davies.

Mr. A E Davies

20 Lakefield Avenue

Little Paxton ,

St. Neots Cambs PE19 4NZ

## SPONSORED WALK BY BERT DAVIES IN AID OF PAPWORTH HOSPITAL

I was fortunate enough to receive a single lung transplant at Papworth Hospital on 16th July 1999 and have been cared for as an out patient by the Transplant Continuing Care Unit since that time.

Prior to my illness my main hobby was long distance walking and road marching and I am hoping to be fit enough to take part in the Nijmegen Four Day Marches ( marching 25 miles per day for 4 consecutive days) in July of this year, the 1st anniversary of my transplant. I am seeking sponsorship to raise money for the Papworth Hospital Trust as a means of saying thank you for my new lease of life. You may sponsor me by the mile or days completed or a fixed sum for being stubborn enough, or is it stupid enough, to start. Whatever your pledge, you can be assured that all of the proceeds from your sponsorship will go to the Trust with no deductions for expenses.

**PLEASE GIVE GENEROUSLY**

| SPONSOR | AMOUNT SPONSORED |         |       | AMOUNT COLLECTED |
|---------|------------------|---------|-------|------------------|
|         | PER MILE         | PER DAY | TOTAL |                  |
|         |                  |         |       |                  |
|         |                  |         |       |                  |
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|         |                  |         |       |                  |
|         |                  |         |       |                  |

Please return completed sponsorship forms to the following address by 30 June 2000

Mr. A E Davies  
20 Lakefield Avenue  
Little Paxton, St. Neots  
Cambs PE19 4NZ

If preferred, telephone pledges can be made on 01480 217243

## MEMBERSHIP FEES FROM OVERSEAS MEMBERS

**A**t a recent committee meeting it was highlighted by the Treasurer that the fees received from overseas members are subject to both conversion and bank handling charges resulting in only about half the revenue actually getting to the association.

The committee rejected any possible

increase for overseas members, but I was asked, as Secretary, to point this problem out to overseas members, by means of the Newsletter.

It would be beneficial to the association and probably to the members concerned if members located overseas considered taking out life membership.

## THE CONSTITUTION

**I**t's that time of year again. The AGM is being planned and the association is inviting the membership to forward any proposals that they may have, for amendments to the Constitution, to the Secretary.

To be considered these should be received by the Secretary before the end of July

Mail or e-mail to:  
Glyn Price  
The Secretary RAFLAA  
"SENTOSA"  
9 Blake Hill Way,  
Abbeymead,  
Gloucester, GL4 4QR

Glyn Price—Secretary  
Email: [glynprice@09sentosa.freemove.co.uk](mailto:glynprice@09sentosa.freemove.co.uk)

## EDITORIAL

### AMENDMENT (AL1)

My apologies to Joe Holroyd for mistyping his e-mail address in the March 2000 Newsletter.

It should be:

[joe\\_holroyd@sercohenlow.com](mailto:joe_holroyd@sercohenlow.com)

### ENTRY BADGES

Many Entries produced their own 'unofficial' Blazer Badges, to be worn with pride, until spotted.

As a permanent record of our artistic excellence I will start a page in the Newsletter to display Entry Badges, just send me either an e-mail version or photocopy.

Ed.

## THOSE WERE THE DAYS

**JIM CHAPMAN — 82ND**

VO681337 Chapman, J.V.  
3, Cassia Street  
Barrack Heights  
NSW 2528

[jjchapman@optusnet.au](mailto:jjchapman@optusnet.au)

I am sending you this floppy of the 82<sup>nd</sup> Entry at taken at the coach park at Ilfracombe, just before we returned to camp after an unauthorised day trip. There are names at the back of the photo, but they do not correspond exactly with faces ( tho pretty close.) There are also signatures at the front of the photo actually on the 'owners', but these have faded quite a bit.

However, I think I have correctly identified all but about three people in the photo and certainly have all the names. I have not a clue what the proper name of 'Atom' was. He was the entry 'boy genius' and the definitive 'computer nerd' before the advent of computers. (Good bloke in spite or because of this!)

The trip was organised by the 'in crowd' of the 'entry' and was unauthorised because in those days there were limitations on how far we were allowed to be away from camp during our free time. (I think it was 50 miles)

After we had all got back to camp without being sprung we made sure that next day our squadron C.O. was

presented with a stick of Ilfracombe.

Rock for his kids. He should then have begun to put two and two together but in retrospect I imagine he knew full well what had been going on!

Presumably your Locking Association has some sort of news-letter, so perhaps you could find room for some of these memories recalled off the top of my head.

First Day at Locking: (I joined the 81<sup>st</sup> but got busted to 82<sup>nd</sup>) After all the preliminaries the 'Entry' was gathered in the space between two wooden accommodation huts and given a 'pep talk' by Squadron Leader Uprichard of the RCAF, our squadron commander. Part of the pep talk was to have us jump in turn off the hut roofs! this was in anticipation of having to 'bail out' of aircraft!

'Updick' had some strange ideas! ('C' squadron was known as Uprichard's Private Air Force.)

### 'STRINGY'

Our drill sergeant was one 'Stringy' Corde, an Irishman with a very original turn of phrase. One of his favourites was "I shall tell youse this: If you don't wake your ideas up I'll pull your foreskin over your head, tie it in a knot and strangle youse wid it." Charming man. As a thoroughly uncoordinated, clumsy oath, I was the frequent victim of his invective.

## THOSE WERE THE DAYS

### WORKING PARADES

Fond memories of marching by flights down to the 'tech sheds' and slipping on the ice covered road surface in the winter.... ('I say... Take extra special care, you might fall over.) The eager anticipation that 'Boris', the station pig farm's boar would be doing his 'duty' as we passed the farm. Boris always got a cheer if he was seen to be 'on the job.'

Rumour had it that on one occasion the local 'hunt' rode through the station and the foxhounds made the mistake of running through the pig farm. Boris had apparently ensured that less came out than went in!

### TECH:

Boring lectures by a civilian instructor (Mr Everington?) quoting from 'A.P. 1093F' the 'Ground Wireless' bible. It was here that I mastered the 'art' of going to sleep with both eyes open! (Hence my busting to the 82 nd!) The myth that the radiation from 'The Nodding Horror' (a radar antenna mounted on the corner of one of the buildings) would render one temporarily sterile. The area in front of 'The Horror' became a preferred place to congregate during Friday NAAFI breaks!

### NAAFI BREAKS

Long queues for Ribena\*, 'walnut whips' and jam doughnuts. \*'Tea and longing' on the morning before pay!

### NOSH

The big rush to get up, washed, haved, make one's bed and then get over to the airmens' mess/cookhouse in time to snaffle at least one slice of bread from the few loaves available at each table.

Breakfasts, aside from a chronic bread shortage, were always pretty substantial – eggs, bacon and tomatoes and an assortment of cereals. . I could (and usually did) demolish 12 Weetabix at one sitting.

Lunch: The 'charge' up the hill from 'tech' to get into the mess ASAP.

Tea/Dinner.... The rush to get to the bread before anyone else on one's table. Once you had managed to 'butter' a bread slice it was yours.

My personal record was twelve! Once again, apart from the bread shortage the meal was always substantial, nourishing but not very exciting.

Supper: This was unsupervised, as it was not an official meal. As my hut was almost opposite the mess door we used to raid the bread store and pass the bread back to the hut via a human chain. Apprentices with toasters did a roaring trade!

At suppertime there was usually a big pot of porridge remaining from breakfast simmering on one of the hot plates at the servery. As it had

## THOSE WERE THE DAYS

been slowly cooking all day, it was delicious with a big dob of margarine and brown sugar 'liberated' from the kitchens. Ambrosia!

Likewise there were often trays o with as many steaks or chops as one wanted, just waiting for the taking. The meat was left over from lunch. Supper for me was often up to six steaks or chops that had been marinating in thick brown gravy since lunchtime. If they had been tough at lunchtime, by 8 p.m. those steaks just melted in the mouth.

About once a term a class would be assigned to cookhouse duty. Bringing trays of hot food from the kitchen to the servery and helping to serve it up. This was a pleasurable assignment as it always meant the participants got a very good lunch, with extra servings.

On one memorable occasion I had to get a tray of suet pudding out from where it was being kept warm under servery. This meant huckering down, grasping the tray and then straightening up – in one smooth movement.

Unfortunately, one of my knees decided to 'go' on me and the whole tray of pudding went flying! Needless to say, there were a few unkind words said – on both sides of the servery. The scattered pudding was gathered up and removed – it probably reappeared for supper!

### BANWELL, THE NEAREST VILLAGE.

On top of a hill overlooking Banwell was a 'folly' – a tower erected to commemorate a person or an event unrecalled. At great risk one could climb to the top of the tower and then clamber out onto a very narrow and crumbling ledge and gingerly edge one's way right round the tower. I actually did this – once! (and with no witnesses to my courage/stupidity. I must have been out of my cotton-picking mind!)

Also up on the hill behind Banwell was a great boulder marking the site of a Roman grave; the whole area was steeped in history. Part of RAF Locking's married quarters was built over a Roman cemetery.

On 'sports afternoon' one of the options was 'road walking' – a very good 'lurk' for non-sporty types such as myself. The approved walking route swung around Banwell hill and then paralleled the river Avon for a couple of miles.

There were several skeletons lying about in the rooms, covered by sheets of corrugated iron, left by the archaeologists. It seems that the villa had been raided and sacked. These skeletons were all too much of a temptation. In due course a lower jawbone found its way back to the 82<sup>nd</sup> lines and wound up in a place of honour, atop the 'Tannoy' above one of the hut doors. Members of junior entries were required to show their respects by sa-



## THOSE WERE THE DAYS

luting it when entering the hut.

I later found out that local legend had it that the area round Locking was associated with the boyhood of Saint Patrick. His father was apparently a minor civil servant working from an 'office' at Bath and having a villa in the country. As a lad, Patrick had been kidnapped by Irish pirates who had sailed up the Severn, cut across country and had pillaged and destroyed any isolated villas they had come across.

Just possibly the excavated villa was Saint Pat's childhood home. Also, just possibly the jawbone that wound up atop of a hut Tannoy at the end was that of Pat's Dad (or Mum!)

There were caves at the back of Banwell hill, with resident bats. From time to time bat catching expeditions were organised, said bats being released in L/A's bunkroom or in Weston's cinema to liven up the horror movies.

### WESTON SUPER MARE:

Apprentices were only allowed off camp on Wednesday evenings and weekends. No one went into Weston on Wednesdays – too much effort involved. The tide never seemed to be in at Weston at weekends. Come to think of it, I don't think I *ever* saw the tide in.

Who remembers the 'Windsor' pub

and cider at eight pence a pint?

(Stewed as a newt on three!)

What about the 'sports afternoon' runs down to Weston's swimming baths? As I remember, these occurred on an 'entry' basis about once every nine weeks or so, whatever the season. Although the baths were indoors and the water was heated, the air was not. That was OK in the summer, but in January it was a different story! Getting out of the pool at the end of a 'session' was a freezing hell!

Having got back into our togs, we all charged across the road to the local café, where we managed to place so many orders for a cappuccino that the little machine almost blew itself up. (I think that on one day it did!)

### 'WALKING OUT'

When I first joined 'the mob' at Locking the wearing of civilian clothing was banned. You either went into town in your 'best blue' or you did not go at all.

Now this was not too bad as long as the weather was O.K. If it was raining or likely to rain you had two choices. You either wore your great coat or you got wet or risked getting wet.

So... what did you do on a stormy day in the summer? You either wore

### THE RAINCOAT

"the NAAFI actually paid professionals to model these hideous garments for advertising purposes."

## THOSE WERE THE DAYS

your greatcoat or carried it over your arm or you risked getting drenched. In every instance you felt a right nana!

Then the R.A.F. introduced THE RAINCOAT! At great expense to the management, you could buy these through the NAAFI. Despite the fact that they were quite shapeless, the NAAFI actually paid professionals to model these hideous garments for advertising purposes.

It was some time before the powers that be decided that airmen could wear raincoats 'on parade' during the summer months if it were raining or threatening to rain. Hallelujah!

During our second year we were allowed to wear approved civilian dress when off duty. This consisted of blazer with crest, R.A.F. tie, white shirt, charcoal trousers and plain black shoes. Everyone was happy and quite proud to wear their 'regulation' civvies. They were good P.R. too!

The R.A.F. had a very good name in the area and we were very much self-regulating. Anyone getting 'out of line' was pulled back on track by his mates. We were popular with the local tradesmen and shopkeepers, very popular with the local girls and very unpopular with the local yobbos and Teddy boys.

Very occasionally there would be a dust up in town between apprentices and gangs of teddy boys. (Tough luck on the teddy boys, who suddenly found

that their 'antagonists had got themselves hundreds of 'back up' support, seemingly from nowhere.)

## FREEDOM OF WESTON

Whist I was at Locking the station was given the freedom of Weston. needless to say, there was a 'big parade' winding up at the Anglican Church. We all trooped in and took our places in the pews. Then the mayor and corporation entered. The mayor had his chain of course, but there was another character dressed in a sort of medieval robe and hat and he had a dirty great two-handed sword. As he was only a weedy little chap, the sword was almost as big as he was. Before very long a murmur began to rise from the apprentices. This gradually rose in volume until it was recognisable as 'Robin Hood, Robin Hood, riding through the glen.'

Each entry was allowed to design its own blazer badge and motto subject to vetting by 'squadron office' I venture to say that the 82 nd's was one of the better ones. It was in the form of an 'Order of the Garter' style garter belt emblazoned with the motto.

The first motto submitted for approval was 'Semper in Excretia.' which we said meant 'Always Outstanding.' We almost got away with it! Unfortunately one of the 'squadron office' sergeants was better versed in Latin than the officers, so it got knocked back. We eventually settled

## THOSE WERE THE DAYS

for 'Nulli secundus' ('Second to None')

### SAUNTON SANDS

In our second year we had a fortnight's camp 'under canvas' at Saunton Sands, on the Severn Estuary. Memories are of primitive sanitation and field kitchen meals.

There were also 'night patrols' during which we were supposed to interpret 'enemy action' by observing sounds – trucks in convoy, revving up etc. Utterly ridiculous and quite useless, but great fun. All this 'playing at soldiers' was organised (?) by the R.A. F. Regiment under the charge of one Sergeant Jordan, known as 'The Babylonian Bastard.'

It was the Bastard's claim that, given a blanket, he could sleep 'anywhere.' Well, he was obliged to put his money where his mouth was because one of the trucks got bogged down on the sand dunes and he had to stay with it overnight – with his blanket. When he reappeared on the scene the next morning he looked like the wreck of the Marie Deare!

Another farce was 'blind navigation.' We were loaded into the back of Bedford trucks and the side and back canvases were battened down and we were trucked off to the middle of nowhere, dumped and told to find our way back to camp as best we could. 'Last truck-

load back peels the spuds' sort of thing.

Well, even then apprentices were not stupid – far brighter than a lot of the NCOs and officers, in fact.

One lad, knowing he was going to spend a fortnight at Saunton, had brought an Ordnance Survey map along with him. No one bothered to check him, or anyone else out at the beginning of the exercise.

So, from the very start, we knew that the road out of the camp could only go one way or another. As soon as the trucks started there were blokes, like me checking off the sequence of turns, gear changes, etc. After we had been dumped in the middle of nowhere and the trucks had driven off out came the map and within minutes we knew exactly where we were!

It also transpired that, although we had travelled about twenty miles by road, we wound up only about three miles as the crow flies, from the camp. Referring to the Ordnance Survey map, we found that by climbing a nearby hill we could actually see the camp in the distance.

Thus we were 'home' within the hour. In the meantime the car with the officiating officers and N.C.O.s had taken a wrong turn and it was they who had got lost. They eventu-

"The Babylonian Bastard."

*Must be an 82nd or Aussie term of endearment.*

*Ed.*

## THOSE WERE THE DAYS

ally got back to camp and of course could not say who of us was last back. They did not take kindly to the suggestion that as it was they who were last, they should peel the spuds!

Another little jaunt during our stay at Saunton was a route march. We were promised hot cocoa at the 'halfway' mark and we were not disappointed. There was the big urn of cocoa, milk, sugar and sugar spoons. as promised, waiting for us in the back of a truck. Unfortunately no cups, mugs or beakers! You can imagine the pointed comments that were made about 'organisation.'

Our 'off duty' time at Saunton was spent patronising the only café in the nearby village of Braunton. Paul Anker's 'Diana' was top of the pops at the time and seemed to have particularly hit the mark with 'Chuck' Berry, because he had the record played so many times it is a wonder that it was not worn transparent.

I also seem to remember 'Chuck' as having a 'party piece' called 'The Kid's Last Fight' that he would sing (?) on the least provocation.

### CHURCH PARADES.

Sunday morning church parades were held in one of the 'tech' hangars.

Needless to say, they were not very popular with anybody – from the C.O. down. Despite this, it seems we had to

have them (like once a week 'parades')

I remember my flight being lined up outside the assembly hall and being harangued by Sergeant 'Stringy' Corde, thus. "Now me lads, six days a week that there 'all is just an 'all. On Sundays it's a church, the 'ouse of God. So when the padre sez 'Let us sing,' youse will sing – and youse will sing like Fu\*\*."

The last of the National Service men ('Bogies') were serving their time when I was at Locking. They had no great love of the R.A.F. and the R.A.F. had no great love for them. An often cynical lot, they were noted for lack of respect for authority.

On one memorable church parade the padre, using his Sunday best (and very 'plummy') voice intoned, "Dearly beloved, shall we pray?" From somewhere within the ranks of the Bogies came a very loud and distinct

"Yeah, let's give it a go!" On the next church parade the padre took no chances. It was "Dearly beloved, let us pray."

### HUT RAIDS

The 83<sup>rd</sup> Entry was a very small one, being made up of a large number of apprentices who had been 'F T'ed (busted down) from the 82<sup>nd</sup>. In consequence the junior entries thought that they could over rule the 'normal pecking order and raid them rather than vice versa.

## THOSE WERE THE DAYS

Bad move! Discipline had to be re established! The senior entries promptly closed ranks.

Our raids on the sprogs, as I remember them, were nothing more sinister than waking them up at 2 am to ask them if they were interested in buying a battleship. If they showed no interest in such a generous offer, they were tipped out of bed.

All great fun until two hours later when the sprogs came to wake us up to ask what colour the battleships were!

### EDUCATIONAL VISITS

Following the outcome of the final exams and in the few weeks before 'Passing out' the senior entry was treated to a number of 'educational visits. Ours were The Bata Shoe Factory, the Cadbury Chocolate Factory, The Wills Cigarette Factory and the 'Babysham' brewery.

Although there were no 'end product' samples that we could take away, the visit to the shoe factory was quite interesting, particularly the treatment of 'raw' rubber to make soles.

Cadburys was great! We stuffed ourselves silly! We also liberated great chunks of 'raw' chocolate, some the size of large coal lumps. The lumps looked similar coal lumps too, apart from the colour!

The Wills Cigarette Factory was quite fascinating, even for the non-smokers. The machines that actually made the cigarettes did not work in the manner we expected them to. The cigarette paper was one long roll like an over grown toilet paper and the tobacco was fed in from the side before the paper was rolled over from the edges and sealed, before being cut into cigarette lengths. Sometimes the machine would 'play up' and had to be stopped and cleared.

In consequence the machines were draped with long lengths of uncut 'super fags.' There was obvious potential here and said fags were pounced on with relish. It was found later that the longest 'practical length for a 'super fag' was about three feet. You really, had to 'draw' on one that length.

'No smoking' was the order of the day throughout the works, but when it was all over we were conducted to the visitor's reception room and tobacco museum, where we were at liberty to 'light up' The ever tactful Ray Mockford immediately produced a pack of 'Senior Service!

He was promptly surrounded by "Wills" spin-doctors and PR men who wanted to know why he preferred 'Seniors.'

### THE BABYCHAM BREWERY.

'Babycham' was a very popular 'perry' made in the same manner as

## THOSE WERE THE DAYS

cider, but with pears rather than apples. The 'Babycham' company was very much a family concern, operating out of Shepton Mallet. There were two senior executives, both of humble Zummerzset origins, and one had two daughters reputed to be worth a quarter of a million pound each.

The daughters put in an appearance at the 'get together' after the tour of the works and they were quite an attractive pair of lasses – until they started talking! It then became quite obvious that they were 'as rough as guts.'

Despite, or because of this, they were invited to the 'Passing Out' dinner and dance. (I don't know if anyone managed to 'latch on' but Johnny Rossendale had a good try!)

### ESTABLISHING A REPUTATION

What entry had the nerve to take the little bubble car, the pride and joy of the station C.O., Group Captain Blair Oliphant, (The Rare Elephant) and

man handle it up a flight of steps and then leave it sitting in the middle of the NAAFI floor?

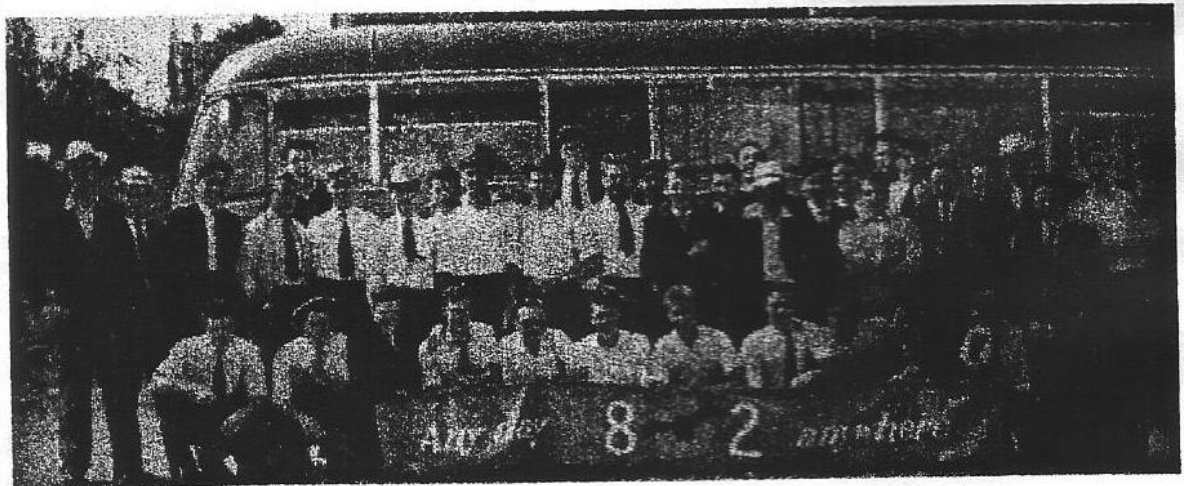
What entry wheeled the wingless Lincoln bomber out from behind the Bowman hangars and 'parked' it on one of the perimeter roads one foggy morning – with diversion signs all round it to ensure that the first Bristol Tramways bus of the morning did not have a nasty encounter?

Some poor little National Service overnight security patrol members got well and truly hauled over the coals as a result!

What entry was told to 'put it back' quick smart or they would have their leave docked? What entry got the bomber back in place in record time?

Having done so, what entry entertained 'Rare Elephant' with a hearty rendering of 'We are the night kite shifters! We shift kites by night!'

*(Continued on page 17)*



**IN MEMORIUM****PETER TONES 93RD ENTRY**

**P**eter joined the RAF in 1959 as a member of the 93rd Entry, at the age of 16. His career in the RAF was in Air Traffic Control Equipment, Navigational Aids and Radio Beacons in the U.K. and abroad. He left the RAF as a Chief Technician in 1973.



He followed the communications path first in the Botswana Police as the Assistant Force Communications Officer and then as a Member of the Radio Branch of the Rhodesian Army and from there into Civilian life as an employee of Plessey (Rhodesia)

Peter returned to the UK in the 1980's where he met Barbara his second wife, whom he married in 1986. He was in electronics until he died suddenly in his sleep on the 24th October 1999. Peter is mourned by his wife, his mother and by his two daughters from his first marriage.

The Royal Air Force Locking Apprentices Association expresses its deepest sympathy to those who are now without him.

**COMMITTEE MEETING JUNE**

**M**inutes of the 22nd Committee Meeting of the RAF Locking Apprentice Association - held in SERCo Technology, Unit 4, 18 Pearce Way, Gloucester at 1400 hrs on Wednesday 21 June 2000.

- Present:
- Wg Cdr A E Davies 79th                      Chairman
- Mr. G Price                      102nd                      Secretary
- Mr. A Horry                      76th                      Treasurer
- Sqn Ldr J Holroyd 85th
- Mr. A Perkins                      109th
- Sqn Ldr C M Hart 71st

- Apologies:
- Mr. G Beeston                      209th
- Mr. P Crowe                      95th
- Mr. M West                      99th                      M'ship Sec.
- Mr. C Ingram                      88th                      N'letter Ed.

**MEMBERSHIP HANDBOOK**

Jo Holroyd will make the handbook available for the AGM and a soft copy will be provided to the Secretary to allow distribution to new members.

**ACCOUNTS**

There were no outstanding bills other than the payment to the Auditor. The Meeting accepted the income and expenditure summary presented by the Treasurer and noted that the accounts were in good order.

The Treasurer had negotiated a charge of £2.00 per transaction for the clearance of Overseas member's cheques.

## COMMITTEE MEETING JUNE

### MEMBERSHIP REPORT

The Membership Secretary had expressed his apologies for not attending the committee meeting due to pressure of work. The Secretary read out the report for the period. The Meeting accepted the Membership Secretary's report on the state of the Association as at the date of the Meeting.

Our current membership stands at three hundred and eighty seven (387)

Thus is a decrease of two (2) since our last committee meeting.

Three (3) new members have joined during this period.

At the moment twenty two (22) members have not yet paid their subscription for 1999. These members have been sent renewals and / or reminders and are now classed as ex-members.

There are currently one hundred and thirty three (133) ex-members of the Association showing on the database, this is an increase of four (4) since the last meeting. As far as I am aware no member of the Association has died during this period. Two (2) members have formally resigned since the last Committee meeting.

I have advertised for new members on Channel 4 Service Pals teletext page, also George Burville's Home Page on the WWW still continues to generate enquiries.

The Membership Secretary also informed the meeting via the Secretary that he would not be seeking re-election at the AGM due to pressure of work. The Committee decided that the Newsletter should contain an advert for the post and that the Secretary should provide a suitable advert to the Newsletter Editor.

### NEWSLETTER ON THE WEB

The Committee discussed the possibility of including selected material from the Newsletter in a Web Page hosted by George Burville. The Secretary was authorised to define a set of term and conditions that would meet the requirements of the association. These would be presented to the committee for approval before any material was placed on the web.

### FUTURE SOCIAL EVENTS

The Chairman said that other than the AGM Function there were unlikely to be any further events this year.

In respect of the AGM, The Chairman undertook to write to the appropriate authorities regarding the function at Henlow. The Committee approved the pre-booking of accommodation by the Chairman, at a local travel lodge in order to ease accommodation problems at the last minute.

### RAFLAA TROPHY

The President has agreed to make the presentation at RAF Fylingdales during the HQSTC C in C's visit to the



## COMMITTEE MEETING JUNE

station on 6 October 2000. The Chairman was to write to the RAF Fylingdales Station Commander confirming the arrangements. Jo Holroyd was to give the trophy to Martin at the AGM.

### AGM TICKETS

The committee agreed that the newsletter should contain a combined application form for function tickets including the final pricing, booking for accommodation and the required security form for access to Henlow.

The form was to advise members that requests for tickets should be sent to Tony Horry.

### ANY OTHER BUSINESS

The Secretary informed the meeting of the death of one of the members and advised that an obituary would be published in the Newsletter. The Chairman requested that the Newsletter also contain an appeal for people to notify the Secretary as soon as possible after such an event so that the association could express its sympathy at an appropriate time rather than months later. The Membership Secretary was to amend the Role of Honour to include Peter Tones of the 93rd Entry

### POST MEETING

The Chairman has confirmed that 10 non smoking and 10 smokers family rooms have been booked at the Baldock Travelodge together transport for 48 people. Rooms will allocated on First come first served basis, any

rooms not taken by 15th August will be cancelled.

*(Continued from page 14)*

Happy days, mate happy days!

### Quote :

*"This brings me to that sometimes maligned body of men—the instructional staff .... They are dedicated men with great responsibility ...I congratulate the staff on what they have done to the 82nd Entry"*

*The Locking Review 1959 Reviewing Officers speech to the 82nd Entry.*

*ED.*

## HUMOUR

### COMPREHENDING ENGINEERS— ONE

There was an engineer who had an exceptional gift for fixing all things mechanical. After serving his company loyally for over 30 years, he happily retired. Several years later the company contacted him regarding a seemingly impossible problem they were having with one of their multimillion-dollar machines. They had tried everything and everyone else to get the machine to work but to no avail. In desperation, they called on the retired engineer who had solved so many of their problems in the past.

The engineer reluctantly took the challenge. He spent a day studying the huge machine. At the end of the day, he marked a small "x" in chalk on a particular component of the machine and stated, "This is where your problem is." The part was replaced and the machine worked perfectly again.

The company received a bill for £50,000 from the engineer for his service. They demanded an itemized accounting of his charges. The engineer responded briefly: One chalk mark £1. Knowing where to put it £49,999. It was paid in full and the engineer retired again in peace.

### COMPREHENDING ENGINEERS-TWO:

Normal people believe that if it ain't broke, don't fix it.

Engineers believe that if it ain't broke, it doesn't have enough features yet."

Scott Adams, The Dilbert Principle

## RECENT ADVERTS

### AIR DEFENCE RADAR MUSEUM

The Museum traces the history of Air Defence and Battle Management since 1935, housed in the original 1942 Ops Building at RAF Neatishead.

### BOURNEMOUTH AVIATION MUSEUM

Originally the Jet Heritage Museum, situated close to the Terminal at Bournemouth International Airport.

Aircraft on display include a Meteor, Vampire, Gnat, Jet Provost Hunter and many more.

**RAFLAA COMMITTEE**

| <b>Appoint-<br/>ment</b> | <b>Name</b>       | <b>Address</b>   | <b>Tel</b>  | <b>Entry</b>      |
|--------------------------|-------------------|--|---|-------------------|
| President                | Martin Palmer     |  |   | 91 <sup>st</sup>  |
| Chairman                 | Bert Davies       | 20 Lakefield Ave<br>Little Paxton<br>St Neots<br>Cambs PE19 4NZ                | 01480 217243<br>bertdavies<br>@netscapeonline.co.uk | 79 <sup>th</sup>  |
| Secretary                | Glyn Price        | "Sentosa"<br>9, Blake Hill Way,<br>Abbey Mead, Glos.<br>GL4 4QR                | 01452 615265<br>glyprice@cituffley.demon.<br>co     | 102 <sup>nd</sup> |
| Treasurer                | Tony Horry        | Hillside Cottage<br>Kewstoke Road<br>Kewstoke<br>Weston Super Mare<br>BS22 9YD | 01934 628383<br>Horrycorp@aol.com                   | 76 <sup>th</sup>  |
| Membership Sec           | Mike West         | 61, Kings Drive,<br>Hanham<br>Bristol BS15 3JJ                                 | 0117 9087527<br>raflaa@westma.demon.co.uk           | 99 <sup>th</sup>  |
| Service Rep              | Joe Holroyd       | Well Cottage<br>36, High Street<br>Guilden Morden<br>Royston SG8 0JR           | joe_holroyd@sercohenlow.<br>com                     | 85 <sup>th</sup>  |
| General Rep              | Peter Crowe       | 14, Hillview Road<br>Weston Super Mare<br>BS23 3HS                             | 01934 412178<br>crowe_peter@hotmail.com             | 95 <sup>th</sup>  |
| Craft Rep                | Graham<br>Beeston | 87, Hornbeam Road,<br>Havant PO9 2UT   | 01705 346242<br>Graham.Beeston@nats.co.uk           | 209 <sup>th</sup> |
| Tech Rep                 | Andy Perkins      | 107, Balmoral Way<br>Worle,<br>Weston Super Mare<br>BS22 9BZ                   | 01934 417323  | 109 <sup>th</sup> |
| AA Rep                   | Charles Hart      | 9, South Road,<br>Weston Super Mare<br>BS23 2HA                                | 01934 621969  | 71 <sup>st</sup>  |
| Newsletter Ed            | Colin Ingram      | Poundfield<br>Stamford Hill<br>Stratton, Bude<br>Cornwall EX23 9AZ             | 01288 353840<br>CWIngram@aol.com                    | 88 <sup>th</sup>  |

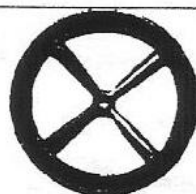
## RAFLAA REUNION AND AGM PROGRAMME

The following events comprise the draft programme for the Reunion and AGM of the RAFLAA for 2000. The venue is the Officers' Mess RAE Henlow, Hitchin Beds. The Telephone number of RAE Henlow is 01462 851515.

- 12:30PM MEMBERS ARRIVE.
- 1:00PM REUNION MEET AND GREET IN THE BAR.
- 2:30PM BAR FACILITY CLOSED.
- 3:00PM AGM COMMENCES IN THE ANTI-ROOM.
- 4:15PM AGM COMPLETED.
- 4:15PM TEA SERVED.
- 4:30PM MEMBERS DISPERSE/VISIT MUSEUM.
- 6:30PM DINNER IN THE DINING ROOM.
- 8:30PM DISCO IN THE MEWS FACILITY AT THE REAR OF  
THE MESS.

The above programme has yet to be approved by RAF Henlow and the details and timings may be changed. Details and an application form for tickets will be enclosed in the June and August Newsletters.

## THE



## NEWS

**Vacancy Notice:**

- The Membership Secretary will not be seeking re-election at the AGM. Volunteers please step forward.
- Requests for proposals to changes in the Constitution.
- We are now in the world of Internet and the World Wide Web and the suggestion is should we publish all or part of our LAA Newsletter on the Web.
- John Luke of the Locking Boy Entrants is organising the flight of ex-AAs and B/Es to march in the Remembrance Day parade in Whitehall in November and we shall be laying our own wreath centred on a wheel. John needs to know numbers so as to obtain passes. So far we have not had many from our Association asking to attend and I would be grateful if

**Contact Addresses:**

Secretary  
Glyn Price  
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9, Blake Hill Way,  
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01452 615265  
glyprice@cituffley.demon.co

Membership Sec  
61, Kings Drive,  
Hanham  
Bristol BS15 3JJ

some more would come forward. Please make an effort and let us have your names. (RAFCAA Newsletter)

- I have received a letter from the RAFA Weston-super Mare Branch inviting us to take part in a Battle of Britain memorial service. The service is at 11-00hrs on the 17th September 2000 at the Parish Church of St.Johns. Prior to the service they are hoping to parade, either in the High Street or outside Weston College, providing they get the appropriate permissions. The service will be followed by an informal get-together.

Further details from RAFA Hon Sec Mr David Mayhew (01934) 521908

- Headlines in the first edition RAF NEWS —

'The last operational squadron in the R.A.F. equipped with Meteors is to become the first squadron of the Far East Air Force to operate Javelins.'

(now how old do you feel)

**Newsletter Contribution to:**  
**Colin Ingram, Poundfield,**  
**Stamford Hill,**  
**Stratton, Bude, Cornwall EX23**  
**9AZ**  
**Telephone: 01288 353840**  
**E-mail CWingram@aol.com**