



Newsletter

RAF Locking still spiritual home!

A bright sunny morning blessed the 3rd AGM which was held in the Station Theatre in 3T Block on Saturday 15th June.

One hundred and twenty-six members attended the AGM, and no doubt some heads were still tender from the previous evening's informal meet in the Grand Atlantic. The time before the AGM proper was filled with individual reunions — in my case with several friends whom I hadn't seen since Pass-out. The collection of Entry memorabilia was available to stir old memories, and the air was alive with chatter which threatened to swamp the sound of Flowerdown Brass who played for us on the occasion. Food and drink was freely available and the stall selling apprentice related goods did a good trade.

Eventually we were called to order, and the AGM proper commenced, but not before the Station Commander, Group Captain Simon Rooms addressed us.

Extending to us a very warm welcome, he confirmed that although the exact time table for Locking's closure was still not known, this year's Flowerdown Fair (to use old but familiar terminology) and Open Day was to be the last. However, he hoped that the Association would still consider RAF Locking as their spiritual home, and we were welcome to use the station facilities for future AGMs for as long as Locking is an RAF establishment.

President's Address

Martin thanked the committee, and in particular John Hall and his helpers for the success of the reunion. He went on to review some of the major events of the year, picking out in particular a ceremony at RAF Cranwell which he had attended on behalf of the Association. This

was the unveiling of a plaque presented by to the college by the RAF Cranwell Apprentice Association to commemorate the training of apprentices there from 1929 to 1953. Referring to the much heralded closing of RAF Locking, Martin said that he looked forward to the Association being able to take a full part in the celebrations to mark the Station's closure.

Finally the President presented the RAFLAA Trophy to Mr. David Standley. A picture and report appear elsewhere in the newsletter.

Chairman's Report

Echoing the President, Joe thanked the committee, especially John Hall who had organised the reunion for four years, and the outgoing members who had put in three years of solid effort which has resulted in the Association which we all enjoy today. Noting that some members had travelled great distances to the reunion, he expressed the hope that all members would continue to spread the word about the Association and encourage others to join. In conclusion, he urged members to keep thinking about the direction the LAA should take.

(continued on next page)

In this issue

Reunion and AGM report	1
Editorial	2
LAA Trophy presentation	3
Article — Lesser Naval Occasions	4
Where are They Now?	5
Lost and Found	5
Combined Associations Meeting	6
Operation Steamship Cruise	8
Apprentices on the Internet	9
November RAFLAA Dinner Dance	9
A bit of a problem	9
Subscription renewals	9
Car Stickers	10
Locking closure delay	10

Stan Fisher, 96th Entry

It is with great regret that we have to announce the death of Raymond (Stan) Fisher of the 96th Entry.

He was undergoing radiation treatment for a brain tumour when he died in Addenbrookes Hospital, Cambridge on 23 July. His cremation took place at Peterborough. on 31st July.

Our sympathy goes to his wife June, who many of you may remember worked at the YMCA Club at Locking in the early Sixties, and his daughters Clare and Zoe.

Anyone wishing to send letters of condolence should send them to the Association Secretary who will forward them.

Editorial

I hope that you enjoy this newsletter which is now under new management!

I'm sure that you will join me in thanking my predecessor, Charles for all the undoubted hard work which he put in to producing no less than twelve issues single handedly. Actually he is not entirely off the 'staff' because I still rely heavily on him for committee meeting reports as well as other material, advice, printing and distribution.

No doubt, whatever business you are in these days, you are involved in the various business fads which are currently in vogue — Missions, Visions, ISO this and ISO that. The other day I had to be briefed on 'Change Management', and how I had to accept change, be more flexible and so on. As a (once) Ground Wireless Fitter (C) I thought this a bit of a cheek coming from a sprog HR undergraduate as it did! Now if I had been Ground Radar ...

Please let me have some material guys. You will find inside an article from a Cranwell Apprentice. There must be loads of similar stuff in our combined experience. What about your life outside the Service? Do know any good or unusual holiday destinations? We need to know these things!

(continued from page 1)

Membership Secretary's Report

At present, now at 349, membership has shown a steady increase over the last year. Referring to a chart, he showed how some Entries were much more strongly represented than others. This was because a committed active member tracked down and recruited members of his Entry. This he saw as the procedure for the way ahead and appealed to individuals to undertake the responsibility for finding members of their own Entry.

Treasurer's Report

The main feature of the balance sheet was that the Association's funds were healthy.

Election of Committee Members

The new Committee details can be found at the end of this newsletter.

AOB

A number of other issues arose at the AGM including a statement on the closure of Locking, a proposal by Olly Oldman (78th) to organise a Bristol Channel Cruise, advertising by car stickers and Apprentices on the Internet. These are all covered in more detail elsewhere in the newsletter.

Closing the meeting the Chairman called for more suggestions for commemorating apprentices at Locking and urged members to write to the newsletter editor.

No firm date was set for the next AGM; however Saturday 15th or 22 June have been earmarked as suitable dates.

At this point the meeting finished and members dispersed, many to the Flowerdown Fair which was by now in full swing.

Dinner Dance

This was held again at *Dance Scene* in Weston. This was my first experience of a RAFLAA Dinner Dance, and I have to say that it was a magic evening mixing good food, wine, dancing and the company of old friends. Especially enjoyable was that our wives could all join in, and if our table was anything to go by, this was as a 'Weston Girl's' reunion as much as it was an Apprentices'.

In thanking him for an enjoyable evening, Joe praised George Ring for his organisation. However George was gallant enough to admit that his wife Margaret actually did all the work, so we applauded her instead!

CERT Manager takes Trophy

As reported in the last newsletter, the first recipient of the Locking Trophy is Mr. Dave Standley. He was presented with it at the AGM by the President of the LAA, Martin Palmer.

In his role of Computerised and Records in Training (CERT) manager, Dave has been instrumental in bringing this, and many other management systems up to a fully integrated and reliable operational state. His outstanding contribution to training efficiency at RAF Locking makes him a very worthy first recipient of the RAFLAA Trophy for 1996.

What now?

With the imminent closure of RAF Locking and

the transfer of training to Cosford, we need to decide how we want to award the trophy in future. For example, is it the wish of the membership that the trophy is transferred to RAF Cosford for nominations, or would we prefer that it is retained in the Weston Area — local schools, Weston Technical College or local industry perhaps?

There is still plenty of time to decide, a decision does not have to be made until the next AGM. So that an informed decision can be made at that time it would help if you contributed your opinions to the discussion.

Please send in your thoughts, and they will be aired in the next Newsletter.



Dave Standley receiving the Locking Trophy from Air Cdre. Martin Palmer

Lesser Naval Occasions

by Denis Hart

Denis Hart (33rd Entry, Cranwell Apprentices), was a Senior Training Officer at Locking His article is reproduced by kind permission of The Cranwell Wheel, the journal of the RAF Cranwell Apprentices Association

With most of us joining the RAF to be involved with aeroplanes, it makes a change to read about our sure shield the Royal Navy. Although filled with admiration for our "Dark Blue" brothers. I have learned that the sea and I are not natural partners — I still hold the record for being sea sick in Gibraltar Harbour.

In 1940, bombing in the Middle East theatre required the Vickers Valentia (Flying Pigs to many apprentices) to act as a bomber by rolling home-made bombs through the door, that is until their eminences in the Air Ministry decided to send out two Wellington Bomber Squadrons and a Hurricane fighter squadron to augment the operation. Since the Mediterranean Sea had been become Mussolini's "Mare Nostrum" this meant a Naval Affair to get the ships through.

My Squadron were quietly minding their own business at Marham, which then was a brand new grass airfield with one Wellington Squadron and one Handley Page Harrow squadron, with such a shortage of what were later called radio fitters that each Squadron could only have one. We were as busy as bees what with flying, servicing, taking watch at Station HQ, aircraft guards (where at least we carried a gun), floodlight crew and crash crew — all of which gave us a very hectic life.

One day we were summoned into the hanger to be addressed by our MO who asked us if we all felt well and then informed us that we were all fit for overseas. The CO then stated that we were going overseas that very night and that we were all invited to a farewell party held by the WAAF. This resembled the ball at Kerremuir. We were finally packed aboard a train for the Clyde at about midnight.

Once at the Clyde we were fallen in, in two ranks facing the boat, an RMS Liner from the South American run (this initiated a rumour that were going to Hollywood to make a propaganda film), and we upped anchor to join

a convoy bound for Gibraltar. Gibraltar was the base for the Western Mediterranean Fleet and we transhipped, at the dead of night into three light cruisers, ours being HMS Southampton which mounted four turrets of six-inch guns plus torpedo tubes and a limited Ack-Ack capability. This ship had been the first to be bombed in the war, and we examined the scar reflectively, as the bomb had come straight through the aircraft hanger, into our deck, bounced off a girder and found it's way out through the side. So much for armour plate.

The first broadside gave us a major shock since it brought down conduit and wiring all around us — and that was from our own broadside!

Once at sea were allowed on deck in turns to admire the fleet which consisted of the carrier Ark Royal (sunk every day according to Lord Haw-Haw), an elderly battle Cruiser with fifteen inch guns, a heavy Cruiser with eight inch guns and three apparently identical light cruisers all guarded by a screen of destroyers on the horizon.

After a couple of days we suddenly increased to full speed, as fast as the old battle cruiser could go, and Action Stations was sounded. Our aircraft had spotted an Italian battle fleet headed our way to prove that we were in the wrong sea. This consisted of two modern battleships, five heavy cruisers and seven light cruisers complete with a destroyer screen. A scrap was certain so we all lay on the deck with our tin hats over our vital parts paying close attention to the commentary.

Our first broadside gave us a major shock since it brought down conduit and wiring all around us — and that was from our own broadside! We kept on firing for a couple of hours, which seemed like weeks, until the ammunition hoist

broke down from the unaccustomed exercise. We hitherto useless hands were detailed to form a human chain which spiralled around the inside of the cylinder connecting the turret and the magazine, where we had to pass cordite bags and shells up by hand. This seemed to us to be a good place *not* to be under the circumstances. We were heartened by the Dark Blues telling us that it would be pointless to issue us with the flashproof gear or the inflatable lifebelts that they wore, since any hit would automatically end our war. After what seemed an age, the Italian Fleet turned and fled. We cheered this but could not understand it as our shells seemed to bounce off their armour — perhaps the bigger ship's guns had more impact. Our heavy cruiser had one turret blown overboard, but apart from that the rest of us seemed unhurt. The Admiral then ordered the light cruisers, despite the ineffectiveness of our guns, to use their superior speed to get between the enemy and his base, bring them to battle and hold them until the heavy squadron could catch up and dispose of them finally. This action seemed to us to be fraught with possibility, but happily the speed of their battleships was superior although we strained every rivet trying. We sailed up and down outside their harbour, daring them to come out and fight, until we were called off because their air force was on its way. This time we discovered that our fighters were slower than their bombers and so we had a few more noisy hours until we had fired off all our ammunition and we were ordered to bolt for Alexandria for more. Thankfully we were let off the ship when we arrived.

As we lined up to wave them off we could see the scars that we had not noticed before. Our ship HMS Southampton returned to the fight only to be sunk by a bomb. There were very few survivors, none from our deck, which reminded us of what the sailors had told us — that owing to a design fault a single bomb or shell would prevent most of the crew from getting out. However, like our Aeroplanes, which so far had proved so ineffective, they were all they had.

Later in the war I was involved with close air support and went aboard several ships, from

destroyers to cruisers, engaging shore targets where Spitfires from my wing would spot for us and keep off enemy interference. It was interesting to watch this since our ships fired on our aircraft even though they were spotting for us and we were talking to them. Our pilots merely gave the ships a wide berth, commenting later that their aim was so poor the Germans would find it a piece of cake.

We, who believed that both the ships and the aircraft were kept up by their airdrops, found it all very odd.

Where are they now?

In the fond hope of tracing, or at least getting some information about those of my Entry I am still unable to locate, can I perpetuate the "Where are they now" slot with a request for information about the following?

E.C.S. (Edward) (Buster) Budge (589532) who was a Ground Radar Fitter and came from Saltash in Cornwall,

and

A.B. StJ. (Adrian) (Tug) Wilson (589534) who was a Ground Wireless fitter and came from West Liss in Hampshire.

If anyone came across them during their service or has any data that might help me locate them, please contact me.

Mike Collier (ex 76th)

Telephone 01386 553298

Lost and Found

After the AGM, a 35mm colour transparency was found in the 3T block Theatre. It shows a loving couple entwined in an arm chair, beneath a map of the world. The slide holder is stamped "APR 64".

Please contact the editor if you recognise it.

MEETING OF COMBINED APPRENTICE AND BOY ENTRANT ASSOCIATIONS

By Charles Hart

Apprentice committee representatives from the Halton, Cranwell, Ruislip and Locking Associations joined with delegates from BE Associations including Kirkham and Locking to discuss common concerns and to gain first hand knowledge of each of the organisations. The meeting was held on 15th July in the Officers' Mess at RAF Henlow by kind permission of the Commandant, Air Cdre Peter Ayee.

Discussion included a review of where we were as a group of organisations with similar aims and objectives; where we intend to go in the future and to discuss what actions we could take to achieve a mutual advancement for all the Associations.

The meeting was hosted by the LAA with our chairman, Joe Holroyd, taking the chair. He started by introducing each of associations represented and read out a letter from the Cranwell Wireless and Electrical School Boy Entrants Association who decided not to attend.

Several actions outstanding from last year's meeting were then discussed. Firstly, it was noted that in recognition of both apprentices' and boys' training at Cosford, a window had been dedicated in the Station Church to all apprentices and boy entrants who were trained there and the commissioning of a large apprentice wheel had been completed outside Fulton Block.

Efforts to have a plaque put up at St Clement Danes in the Strand on behalf of all apprentices and BEs has now been approved by the Trustees. The plaque, likely to cost around £1500, will be in stone and set into the secondary level pavement at the south eastern end of the church. No designs have yet been considered but the central motif is likely to consist of the wheel with possibly the badges of each of the Schools surrounding it. The design will have to be agreed with the stone mason and, of course, be approved by the Trustees of St Clement Danes. A tentative date of 1998 was discussed for the completion and it was agreed that Halton would take the lead in the project and would make a specific

proposal at next year's meeting.

Last year the RAFHAAA took an action to approach Sir Michael Armitage to see if he would take on the project of writing a definitive history of the apprentice scheme. This had been done and although Sir Michael was currently too busy to even consider such an undertaking it was likely that others might be persuaded to take on the task which would be an enormous amount of work. The action was therefore ongoing.

The RAFCAA last year said that they were negotiating with Cranwell to mount a bronze plaque in Trenchard Hall to commemorate the training of apprentices at the Unit from 1929 to 1952. The plaque was now installed in Trenchard Hall having been unveiled by Marshal of the Royal Air Force Sir Keith Williamson on 24 April.

The efforts made by the RAFHAAA to acquire a McDonald bed had not met with success. This bed was more or less standard throughout the service up to about 1950 and anyone who experienced a slumber on this particular type of "rack" is unlikely to forget it. It was characterised by its creakiness and an ability to collapse at the most inopportune moment. For one's comfort, it came complete with a three-piece mattress known as "biscuits." This latter device was obviously designed to provide the best possible base for a blanket pack; it certainly wasn't meant to be slept on. Halton have been trying to procure an example of this genre' but have had no success. If anyone out there knows of one, a small reward is offered.

Item 4 of the meeting was a discussion over what name should be given to the meeting which it was agreed was necessary since the loose 'staying in touch' between Associations was considered most worthwhile and it was agreed to formalise the organisation. After a fair amount of discussion we decided to call ourselves the Federation of RAF Apprentice and Boy Entrant Associations or the FRAFABEA!

At Item 5 each association was invited to report on its achievements over the year. Starting with Halton we learned that their main concerns have been over the recent changes in committee membership. The casting off of the old and the taking on of the new had now been accomplished but not without some difficulties. At the same time,

came a realisation that much of the Halton Collection, the documentary part associated with apprentices early in the century including photographs, was rapidly deteriorating because of the poor quality of materials then in use. This has meant a significant cost in transferring much of the material to other media and the association have had to employ the skills of a document expert to advise them. On the positive side, the association had achieved a seat on the board of trustees administering the Levy Trust which was highlighted last year. This Trust amounts to a half million pounds left by a former apprentice for the welfare of Halton apprentices. Sadly, there were no Halton apprentices when ex-AA Levy died so the Service now administers the fund. Now that Halton no longer trains engineering technicians, a tribute to the Halton apprentices scheme is to be erected by the School's workshops. It will be in the form of a sculpture based on the early workshop task of filing the brass bar square and providing the mount for an apprentice wheel. The Sculpture is to cost around £7000. And finally, an apprentice museum has now been opened on the Unit.

The CAAs main even was the unveiling of their plaque in Trenchard Hall but of more administrative importance is Des Greenwood's odyssey in undertaking the task of building a database of all Cranwell apprentices from 1929 to 1952. In this endeavour he has been receiving some assistance from OC Lyneham who is an accredited expert in large scale projects such as Des has taken on.

The RAF Locking BEA or "Brats 192" as they have called themselves, also represented the Boy entrants Association. In fact most ex-BEs belong to the BEA as well as their own Unit association. They report that the major association is now around 800 strong and is expending a lot of effort in gaining new members. Currently, to be bigger is the major objective of the association; however, it is believed there are moves afoot to sponsor a BE stand at the museum at Cosford. One concern expressed by the delegates from Brats 192 was apparent fraudulent applications for membership. One enquirer's first query was, "does the association have a welfare fund!" Happily, no other organisation had experienced this phenomena. Of much interest was the fact that

the organisation on the death of the member automatically gives the widow honorary life membership. The RAFLBEA is primarily a social organisation and goes out of its way to entertain its members.

The Kirkham organisation were an amalgamated association of Kirkham BEs and Kirkham armourers who meet at Blackpool every second year. They have been running for some 10 years now and will be holding their next reunion somewhere different; this time at York. The organisation has undertaken charity work and recently presented the cancer unit at Halton with the not inconsiderate sum of £15K. They see themselves very much as a social club and much like ourselves, involve the wives of members in the reunions.

The Ruislip member outlined the role taken by his association. It is very much a loose membership with no fee and with no other purpose than to hold a yearly reunion, normally at Stratford-on-Avon. Any money needed for general administration comes from surpluses from the reunion. Occasionally, Freddy Joyce, who acts as Chair, Sec, Treasurer and anyone else needed, produces a newsletter when thought necessary and in addition to this he also maintains the record of every apprentice who served up to 1942 when the scheme ended. In fact the Administrative apprentice group are the only organisation to have a published book containing a data base of those who served as apprentices at Ruislip. There were 2080 of them altogether from the early 1920s to 1942 and with wartime losses and general mortality there are not a lot of them left now.

For our part, Joe outlined our reason for being, spoke about our Apprentice Trophy and our concerns for a home when Locking closes in the near future. He also spoke of our intention of taking part in the closure ceremony which was also of interest to the Locking BE association.

There was a few items discussed in any other business. Joe brought up the proposal to establish a home page on the Internet and asked the other associations if they had made any progress in the direction. So far, it has been thought about but no specific actions had been taken. We therefore proposed that the RAFLAA take a lead on establishing a net link and to see if it were worth making it a combined associations web. We also

(continued over)

discussed the latest video that we had acquired from the Imperial War Museum. The film recovered has scenes from both Halton and Locking; it is from the late 1950s and even if we decide to do nothing with it, the film is a great asset to our store of memorabilia.

And finally, it was decided to hold a meeting next year which the CAA agreed to host, date and venue to be agreed later.

Operation Steamship Cruise

by Olly Oldman (76th)

How would you like to bring your family on a half or one day steamship cruise, and spend your time aboard meeting other members and enjoying the cruise with your family as well?

I have been looking at the steamship company's National timetable, and they have a lot to offer with all the various cruises that they make.

Sailings are mainly covered by three ships; the best known one being the Waverly which is the last ocean going paddle steamer left in the world. The Waverly and the Balmoral (screw-driven) visit six areas around our coasts a number of times from April to October, and run day and half-day cruises around each area in turn. The third ship is a vintage paddle steamer named Kingswear Castle and it sails on the rivers Medway and Thames. These ships are owned by a registered charity.

Originally I thought about suggesting this idea to the 14 or so members in the Gloucestershire area to go on one of the Bristol channel cruises. The maximum cost if we had gone all day (09.00-20.30) would have been £21-00 each (children under 18 half fare) and with a 10% discount on all adult fares for parties of 10 or more. One or two members suggested that a cruise might appeal to those living further away so I thought that if I put it in the newsletter everybody could read it and we could go from there.

The largest schedule of cruises is that for the Bristol Channel. The one for the Clyde is also

comprehensive. Other areas visited include Solent, Sussex, North Wales, Isle of Man and Northern Ireland, but only once or twice throughout the period. The ships are over 200 feet long and carry 800 passengers and you get to see the engine room! The best weather for cruising is likely to be around July/August, but there are heated lounges and bars and self service restaurants, all under cover, so you can have a comfortable time whatever the weather. Disabled facilities are rather limited but the crew will give every assistance possible. Some cruises combine with steam railway journeys; also one or two of the evening cruises include a jazz band. They also do private hire but you need about 300 to bring the cost down to the same as ordinary fares.

This letter would have needed to be in last February's newsletter to get a summer cruise organised for this year so I suggest a three hour cruise starting and finishing at Clevedon pier on Sunday 22 September 1996 from 13.00-16.00. This is on the Balmoral which will take us up the Severn to the river Wye and then to the two Severn bridges. The cost is £12.95 plus 60p pier toll. Children under 18 are half-fare and the party rate for 10 or more of 10% discount on adult fares would apply. We think that this should be a good trip and one or two of us have put our names down for it already.

I sounded a few people out about the idea in general at the last AGM and came away with the feeling that it is something that members would like to join in. Some more feedback would be good; so if you are interested either in the trip suggested for this year or in one for next I would like to hear from you. It would be possible to coordinate a number of trips for next year and in different places. Perhaps you would like to organise one for your area!

Olly Oldman (DJ), The Gallows House
Ryton near Dimmock, Glos. GL18 2DL
Tel. 01531 890624

In case you receive this Newsletter too late to make September 22nd, there are alternative dates running into October, ring Olly for more information. — Ed.

Locking Apprentices on the Internet

by Chris Horn (99th)

As might be expected from us (former at least) hi-tech wizards, there seems to be more than a passing interest in the internet, and it *does* seem an ideal way to advertise our Association and recruit more members. As mentioned previously, we are now taking the lead for the combined Associations in this venture.

George Burville (90th) has made a start by setting up a web site asking for ex-apprentices to get in touch. His page is a colourful affair featuring our badge as well as the Locking and the 90th Entry badges. If you have the capability, why not log-on to him and let him know you are around at:

http://www.compuserve.com/homepages/George_Burville

or EMAIL 101362.1016@compuserve.com

If there is sufficient interest, there are plans to widen this activity, possibly by joining the proposed RAF site. First we need to know if there are enough of you out there with access to the internet as well as the interest.

To help us judge this could you please drop me an Email with any comments that you might have. Other articles also welcome!

101617.524@compuserve.com

Autumn Social Weekend

Following close on the heels of the very successful Reunion Dinner Dance, the Autumn event will take place on 2 November at the same location, i.e. Dance Scene in Weston.

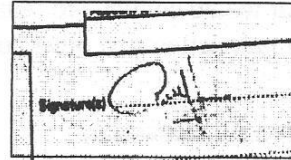
The price for the evening will remain at a very reasonable £12.50 including wine.

Time is 7pm for 7-30pm, dress lounge suit.

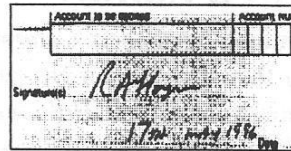
You will find an application form at the back of the newsletter — get those cheques off to George Ring straight away!

A bit of a problem ...

Could the proud owners of the signatures below please get in touch with the Treasurer? The problem is that your standing orders are missing certain essential details and we don't know who you are because we can't decipher your writing! Come to think of it, you have probably been struck off the distribution list anyway and won't therefore be reading this ...



Midland Bank
Loughborough



Midland Bank
Carlisle

Subscription Renewals

We now have a new Membership Secretary. This means a transfer of the records (from which subscription renewal forms are generated). Naturally these are fully computerised ensuring that a seamless transfer could take place!

Guess what? It didn't because of file incompatibility, and it has taken a little while to sort things out. All is now well and slips are starting to slide through letter boxes.

However, since renewals are due on the anniversary of joining, and there is a peak in June, many of you will have thought you have got away with it! Wrong! What is happening, though, is that there is now a shortfall in cash-flow terms — a serious matter when so many of the committee want to get away on their summer holidays!

So, could you please get your subscriptions in as soon as a slip appears at your address. Of course there is a simple remedy to this and that is to complete the Direct Debit Form at the end of the newsletter and leave the rest to the Bank!

Wives of deceased Members

A decision was taken at the 14th LAA committee meeting, held in 2 Training Block on 6 August to allow wives of deceased members to become honorary members of the Association.

It was thought that some may wish to retain links with members, attend functions etc.

They would not pay any fees except the normal cost for functions, but would continue to remain on the mailing list for newsletters and other communications.

What's in a name?

Cranwell Apprentices have their *Cranwell Wheel* (actually they also have a Newsletter), Halton Apprentices have their *Haltonian*, and we have just a *Newsletter*. I would like to give it a name, but so far have not come up with any ideas. Can you come up with one?

Letters on a postcard please ...

Car stickers — nice try

Colin Bell (90th Entry) suggested at the AGM that the Association's existence might advertised with eye catching car stickers, and the Chairman agreed to look into it.

Subsequently the Secretary has received some samples from George Burville (also 90th Entry) which were shown at the recent LAA Committee meeting.

Although it was accepted that the idea was good, and the samples superb, in the current security situation associating vehicles with the Royal Air Force was not acceptable, particularly when those vehicles may be driven onto MOD property.

The committee therefore reluctantly decided that they could not support the suggestion.

Any views on this? — Ed

AL1 to the Constitution

Remember all those hours you spent incorporating amendments into handbooks, APs and the like? Well just so that you can keep your hand in here is a little exercise...

Following the resolution carried at the AGM to increase the value of charitable donations, the Constitution has been amended

Please amend your copy of the Constitution as follows (first find your copy!):

Page 2, Paragraph 6, first line.

Change £250 to read £400.

Page 2, paragraph 6, second line.

Change £25 to read £50.

Insert AL1 in the margin and ... oh well, please yourselves! My apologies if this is not in quite the correct format, but it *has* been a long time!

LOCKING CLOSURE DELAY

RAF Locking's closure has been delayed, throwing the future of around 650 workers into fresh doubt.

Last year it was confirmed that Ground Technician training currently taking place at the camp would be transferred to RAF Cosford with RAF Locking closing.

This was due to take place by April 1 1998, but this week it was announced that relocation could be put back by as much as nine months.

The delay has been blamed on problems with providing new facilities at Cosford. The extra time is being used to re-examine whether the move is the most cost effective solution.

But any plans to stay at RAF Locking have been ruled out.

Squadron Leader Ray Tillbrook told the Mercury "We can rule out staying at Locking. The only issue now is when it will close."

The above article is a reprint of part of an item in the 9 August issue of the Weston & Somerset Mercury.

Please send all contributions for publication to Chris Horn, 464 Locking Road, WSM, N. Somerset, BS22 8QX

ROYAL AIR FORCE LOCKING APPRENTICE ASSOCIATION COMMITTEE

Appoint	Name	Address	Tel	Entry
President	Martin Palmer			91
Chairman	Joe Holroyd	Well Cottage 36 High Street Guilden Morden Royston SG8 0JR	(01763) 853742	85
Secretary	Charles Hart	9 South Road Weston super Mare BS23 2HA	(01934) 621969	71
Treasurer	George Ring	9 Milburn Road Weston super Mare BS23 3BF	(01934) 633757	95
Membership Sec	Mike West	61 Kings Drive Hanham, Bristol BS15 3JJ	(0117) 9087527	99
Service Rep	Doug Cornford	12 Church View Bottesford Nottinghamshire NG13 0AE	(01949) 843926	97
General	Doug Reid	7 Cadbury Close Burnham-on-Sea Somerset TA8 2UL	(01278) 795240	86
General	Peter Crowe	14 Hillview Rd Weston-super-Mare BS23 3HS	(01934) 412178	95
AA Rep	Glyn Price	"Sentosa" 13 Lea Crescent Longlevens - Glos GL2 0DU	(01452) 304486	102
Craft Rep		Vacant		
Tech Rep	Andy Perkins	107 Balmoral Way Worle Weston Super Mare BS22 9BZ	(01934) 417323	109
Locking Liaison	Neil Slater	Syst Flt 2(T) Blk RAF Locking	(01934)822131 Ext 7206	

LAA MEMBERSHIP LIST - AUGUST 1996

<u>67</u>	R.J.	Roy	Babington	A.	Allan	Kim	P.	Peter	Magnall
<u>68</u>	V.J.	Vic	Ludlow						
<u>69</u>	G.F.J.	George	Caple	M.	Mitch	Michelson	R.J.	Rocky	Thompson
<u>70</u>	I.	Ian	Ashcroft	D.	Derek	Hitchins			
<u>71</u>	B.	Bryan	Armitage	D.E.	David	Harn	C.M.	Chas	Hart
	D.H.	Dave	Moore	D.	David	Penberthy	D.G.	David	Restall
<u>72</u>	C.J.	Colin	Brown	A.B.	Gus	Furness	G.R.	Bob	Gooch
	J.M.	John M	Smith	J.R.	John	Wombwell			
<u>73</u>	B.W.	Ben	Cuming	W.M.	Bill	Fraser	C.L.	C.L.	Lewis
	J.	John	Martin	E.F.	Ted	OToole	D.	Dave	Painter
<u>74</u>	P.	Philip	Ashton	J.R.	Ted (Ginge)	Heath	G.	Grant	Stewart
	J.	John	Towill						
<u>75</u>	A.	Alan	Beedham	A.	Alan	Fowler	M.D.	Mike	Gentry
	A.	Alex	Gumbrecht	P.J.	"PJ"	Hardwicke	P.	Peter	Platt
	D.J.	Chips	Rafferty	L.W.W.	Len	Scofield	D.	David	Young
<u>76</u>	T.R.	Bob	Appleton ✓	C.V.	Vic	Armstrong ✓	J.	John	Austin ✓
	B.	Barry	Bonser ✓	N.	Neville	Brind ✓	J.	Jim	Broughton ✓
	M.	Mike	Budd ✓	B.	Brian	Carter ✓	D.N.	Neil	Castle ✓
	R.	Nat	Cole ✓	M.	Mike	Collier ✓	P.	Pete	Cornforth ✓
	B.	Brian (Dai)	Davies ✓	D.G.	John	Davies ✓	M.J.	Michael	Dawson ✓
	E	Eric	Ellis ✓	B.	Bill	Forbes ✓	B.	Brian	Gale ✓
	M.C.	Dizz	Gillespie ✓	R.	Ron	Grant ✓	B.E.	Brian	Greenstreet ✓
	D.R.	'Wee' Bert	Hay ✓	C.	Colin	Heasman ✓	M.J.	Mike	Home ✓
	A.	Tony	Horry ✓	E.M.	Mike	Huscroft ✓	N.	Jess	Jessup ✓
	B.	Brian	Johnson ✓	P.H.	Peter	Key ✓	T.	Terry	Kendall ✓
	R.I.H.	Ian (Mac)	Macnee ✓	J.R.	John	Morley ✓	R.T.	Trevor	Parsons ✓
	A.	Tony	Prior ✓	J.	John	Robertson ✓	D.	Derek	Smith ✓
	A.	Art	Swain ✓	G.	Geoff	Tyson ✓	R.F.	Bob	Vicary ✓
	M.	Mike	Ward ✓	R.	Bob	Wood ✓			
<u>77</u>	J.L.	John	Farmer	J.M.	John	Wolff			
<u>78</u>	L.	Les	Hardy	D. J.	'Spot'	Hibbin	D.G.	Donald	Innes
	R.V.	Bob	Jamieson	M.	Mike	Keen	D.J.	Olly	Oldman
	M.J.	Robbie	Robbins	W.L.	Len	Walton			
<u>79</u>	A.E.	Bert	Davies	B.S.	Bruce	Graham	R.	Ray	Hill
	E.B.	Bud	Nalton	D.G.	Dave	White	P.R.	Pete	Woods
<u>80</u>	R.J.W.	Robert	Hewitt						
<u>81</u>	M.J.	Mike	Cheetham						
<u>82</u>	D.	Dennis	Dorey	B.	Bob	Pritchard	P.M.	Paul	Rosbottom
<u>83</u>	C.M.	Colin	Cove	M.	Mike	Horlock	C.	Stan	Stanforth
	B.	Brian	Swift						
<u>84</u>	C.	Chris	Armes	A.J.	Tony	Beard	R.	Dick	Cheeseman
	T.	Tony	Mooney						
<u>85</u>	M.G.	Michael	Barker	J.P.	John	Brooke	C.	Colin	Burns
	R.J.	Bob	Fairchild	M.J.	Mick	Fell	T.	Tom	Girvan
	J.	Joe	Holroyd	G.A.	Godfrey	Littlejohns	A.	Alan	McLachlan
	R.	Roy	O'Connell	J.M.	John	O'Keefe	B.	Barry	Price
	F.	Frank	Sansom	A.G.E.	Taff	Scrivens	A.	Alex	Smith

B.	Brian	Sprosen	J.	Joe	Tonepohl	M.J.	Mike	Wittamore
86								
T.S.	Terry	Auty	D.B.	Dave	Fisher	D.	Derek	Powell
D.	Doug	Reid	K.	Ken	Walton	R.A.	Robin	White
87								
C.	Chris	Bryan	J.	John	Burkey	S.J.	Stu	Colbourne
B.M.	Brian	Garratt	R.K.	Dan	Harvey	H.	Tiny	Kähle
C.	Colin	Locke	J.P.	Phil	Mann	D.	Derek	Quinn
J.M.	Mike	Rush	K.	Will	Scarlett			
88								
I.M.	Chis	Chisholm	J.	John	Cross	J.R.	John R.	Flanders
C.W.	Colin	Ingram	D.W.	Dave	Thompson	M.J.	Mike	Turner
M.G.	Michael	Watson	G.N.	Neil	Webster	M.L.	Mike (Snowey)	Williams
89								
A.P.	Pete	Bryant	B.	Brian	Dawson	P.	Peter	Floyd
W.D.	Bill	Hamilton-Irvine	M.C.	Mervyn	Harris	R.C.	Clive	Peddle
90								
C.	Colin	Bell	G.E.D.	George	Burville	W.F.	Derick	Cotton
G.	Geoff	Fell	N.	Neil	Grant	J.H.	John	Gray
J.	Jim	Gunn	J.P.M.	Phil	Mills	T.	Mitch	Mitchell
P.	Peter	Roberts	R.J.	Dick	Wharmby			
91								
E.	Eric	Barham	I.M.	Ian	Davis	P.J.B.	Pete	Elliott
	John	Evison	M.A.	Mike	Hill	M.	Martin	Palmer
R.	Roy	Tanner	D.A.	Dave	Trueman	C.	Charles	Tyler
J.D.	John	Walker						
92								
D.R.	David	Buse	R.A.	Alan	Laybourn	C.	Chris	Lewis
S.	Stan	Murray						
93								
G.	Geoff	Beer	J.V.	John	Cresswell	B.J.	Barry	Ellender
M.	Mike	Furness	R.M.	Ian	Gibbon	W.T.	Trevor	Harris
A.F.	Tony	Hatten	A.R.G.	Tony	Hooper	M.	Malcolm	MacPherson
W.R.J.	Bill	Morris	R.	Ron	Stoves	W.J.	Bill	Wheeler
94								
R.	Rod	Austin	J.J.	John	Bates	C.	Colin	Clayton
G.W.	G.W Taff	Davies	M.E.	Tiny	Edwards	P.G.	Paul	Edwards
G.S.	Graham	Holbrook	L.	Lance	Kershaw	D.J.	David	Kitching
P.W.	Pete	Purdy						
95								
J.	John	Cairns	P.E.	Paul	Chalice	P.	Peter	Crowe
R.	Roland	Higgins	G.	George	Ring	J.R.	John	Sloley
D.A.	Doug	Webster						
96								
	Dougie	Banks	B.R.	Bryan	Barrington	B.K.	Keith	Blake
S.	Stan	Branch	D.T.	Dave	Calvert	R.W.	Roger	Clark
D.J.	Dave	Collis	P.Q.	Phil	Day	B.G.	Brian	Farrell
D.L.	Des	Fullylove	B.	Taff	Gregory	P.E.	Pete	Hall
E.	Ric	Horner	I	Ian	Hunter	R.	Ron	Kennett
R.J.	Rod	Marshall	P.	Pat	Marshall	H.S.	Harry	North
M.	Mike	O'Neill	I.W.	Ian	Pritchard	B.	Brian	Robertson
T.	Trevor	Rodgers	K.	Keith	Rowland	D.	Dick	Scrivener
K.S.	Ken	Shires	G.	Guy	Slingo	R.A.	Ron	Spain
M.R.	Mick	Thompson	M.E.	Malcolm	Turner	R.G.	Rod	Williams
97								
B.	Brian	Bays	D.	Doug	Cornford	M.J.	Mike	Farmer
A.G.	Budge	Peachey	G.	Gordon	Shores			
98								
D.	Doug	Buttery	J.	Jim	Campbell	B.	Barry	Gray
N.R.	Nick	Palmer						
99								
R.P.	Bob	Allen	N.	Andy	Andrews	A.	Bert	Armstrong
C.	Colin	Hicks	C.	Chris	Horn	R.I.	Bob	Jones
D.	Derek	Kraft	T.	Terry	Mullett	S.D.	Stan	Pike
M.	Martin	Pitcher	B.	Bob	Storey	M.A.	Mike	West
K.D.	Ken	Williams	T.	Tim	Wyatt			
100								
A.	Tony	Dennett	C.V.	Vic	Faloon	T.	Tom	Gerken

D.	Dong	Graham	J.	'JJ'	Jardine	R.	Bob	Machin
P.J.	P.J.O.	Owen	M.	Mike	Palfrey	E.	Ted	Reed
R.	Ron	Regan	C.J.N.	Chris	Walker	K.J.	Ken	Weston

101

C.C.	Colin	Doye	R.	Roy	Taylor	M.D.	Mick	Thieme
------	-------	------	----	-----	--------	------	------	--------

102

A.	Alan	Darbyshire	D.	Douglas	Every	M.L.	Mick	Farrer
G.	Gordon	Gambrell	P.R.	Paul	Guy	T.G.	Tim	Hockley
J.	John	Hollowood	P.	Pierre	Miles	D.G.	Glyn	Price
D.	David	Sallitt	W.T.	Bill	Walker	D.	Derek	Weller
C.	Clive (Yorky)	Whitfield						

103

J.	John	Cann	D.	Dave	Chappell	R.	'Plynt'	Lines
D.	David	Mayes	P.	'Ernie'	Onyett	R.J.	Ron	Rees
R.	Bob	Scanlon						

104

P.C.	Pete	Badcock	C.	Chas	Crofton	A.F.G.	Tony	Elkin
P.	Peter	Harry	M.	Michael	Humphrey	B.C.	Bryn	Neale
P.I.	Pete (Paddy)	Oliver	R.A.	Roger	Smith	M.J.	Mike	Strange
J.	John	Sutherland	J.	John	Toomer	N.	Nick	Ziegler

105

P.	Peter	Iddenen	T.	Trevor	Reynaert	C.H.	Chris	Russell
----	-------	---------	----	--------	----------	------	-------	---------

106

M.A.	Mik	Brown	D.V.	Dave	Chopping			
------	-----	-------	------	------	----------	--	--	--

107

P.J.C.	John	Fryatt	G.	Graham	Paterson			
--------	------	--------	----	--------	----------	--	--	--

112

P.	Phil	Caraman						
----	------	---------	--	--	--	--	--	--

115

I.	Ian	Mowat	D.A.	Dave	Wheatley			
----	-----	-------	------	------	----------	--	--	--

120

K.P.	Kelwyn	Crump						
------	--------	-------	--	--	--	--	--	--

201

D.	Dave	Jerry						
----	------	-------	--	--	--	--	--	--

203

J.	J.	De Naeyer						
----	----	-----------	--	--	--	--	--	--

207

J.	Jack	Charlton	M.	Mick	O'Donnell			
----	------	----------	----	------	-----------	--	--	--

208

S.	Simon	Johnson						
----	-------	---------	--	--	--	--	--	--

210

B.	Bryan	Hopkins	I.L.	Ian	Mcchem			
----	-------	---------	------	-----	--------	--	--	--

212

R.	Robin	Amos	J.	John	Vidow			
----	-------	------	----	------	-------	--	--	--

214

J.	John	Normile	M.I.	Steve	Stevens			
----	------	---------	------	-------	---------	--	--	--

216

T.	Geordie	Bagnall	B.	Boris	Gilbert	J.	Jeff	Parker
----	---------	---------	----	-------	---------	----	------	--------

219

B.J.	Barry	Cox						
------	-------	-----	--	--	--	--	--	--

220

D.W.	Dave	Glew						
------	------	------	--	--	--	--	--	--

221

I.S.	Ian	Hardie						
------	-----	--------	--	--	--	--	--	--

223

J.	John	Leaper						
----	------	--------	--	--	--	--	--	--

224

M.	Mike	Bonner	P.L.	Pete	Doonan			
----	------	--------	------	------	--------	--	--	--

226

C.	Clive	Greenfield	K.W.	Keith	Shaw			
----	-------	------------	------	-------	------	--	--	--