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It is my hope that you find the file of use to you personally – I know that I would have liked to have found some of these files years ago – they would have saved me a lot of time !

Colin Hinson

In the village of Blunham, Bedfordshire.

THE LOCKING REVIEW



ROYAL AIR FORCE

LOCKING

WESTON-SUPER-MARE

SOMERSET

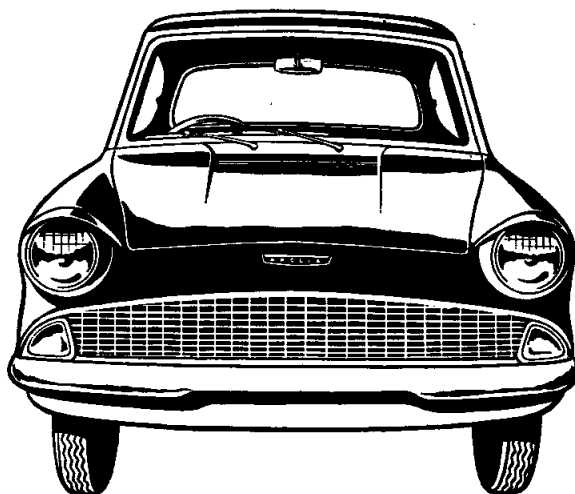
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NUMBER 6

1960

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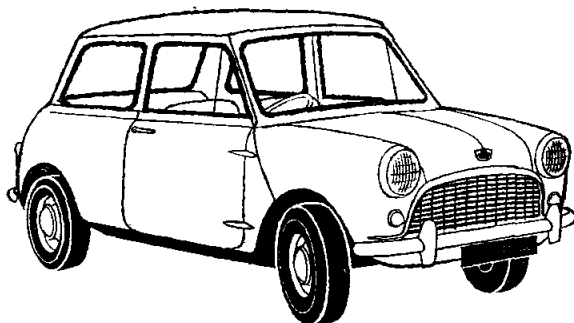
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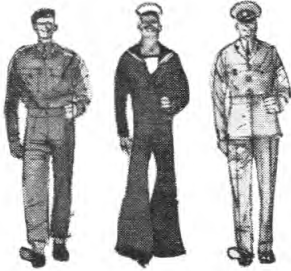
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Air Officer Commanding-in-Chief, Technical Training Command
performing the Opening Ceremony of the Exhibition "Life at No. 1 Radio School"
Weston-super-Mare, 6th April, 1960

FOREWORD

BY

Air Commodore H. G. Leonard-Williams, C.B.E

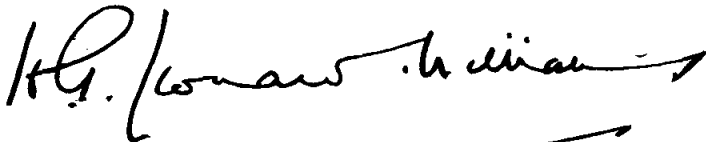
Commandant, No. 1 Radio School

It is with pleasure that I present to you the 1960 edition of the Locking Review, our No. 1 Radio School Magazine.

No introduction is really necessary for our readers serving in the Royal Air Force, but a word or two of explanation may help our readers outside the Royal Air Force to understand what No. 1 Radio School is, and the complexities of our work here.

No. 1 Radio School has the responsibility of training all R.A.F. Apprentices in the Radio Engineering Trade Group, and all Airmen for the ground aspects of this trade. The overall strength of the Station is 3,000, and the mental, spiritual and physical needs of all these individuals have to be supplied. The School is like a small town, and in the following pages we have tried to tell you about as many of the aspects of our life at Locking as we can.

I hope you find the Magazine both informative and enjoyable.

A handwritten signature in black ink, reading "H.G. Leonard-Williams", with a long horizontal stroke extending to the right.

(H. G. LEONARD-WILLIAMS),

Air Commodore,

Commandant,

Royal Air Force, Locking.

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No. 1 RADIO SCHOOL, LOCKING

Vol. 1.

No. 6

Editorial Board

Editor: Squadron Leader J. A. TINLINE

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Business Manager: Squadron Leader F. T. BISHOP



The Locking Review is published annually, during the Summer Term, price 2/-, 2/6 post free. A remittance must accompany all orders by post.



Correspondence, contributions and Orders should be addressed to :-

The Editor,

The Locking Review,

Royal Air Force,

Locking, Somerset.

Speech given by
Air Chief Marshal Sir HUBERT PATCH, K.C.B., C.B.E.
at Royal Air Force, Locking, on the occasion of the
Passing-Out of the 84th Entry of Aircraft Apprentices
on the 26th July, 1959

Commander-in-Chief, Your Worship, Commandant, Ladies and Gentlemen,

When that young man there in that picture was a Flight Cadet, I took part in a Passing-Out Parade, and I know exactly what it feels like to be called so early in the morning, to be on parade long before the time required, to march and counter-march and press on your butt a bit more, and then listen to a lot of chaps talking. I know exactly how you are feeling, and I know exactly what some of you are thinking, but I can take it, and I will not keep you long.

Now this has been a great occasion for me, it is the first time I have ever had the honour of taking a Passing-Out Parade at any Air Force School or College, and I must say I was tremendously impressed. You obviously have worked extremely hard. I have heard what your Commandant has said, and there is little more I can add except to say that I saw reflected in your bearing and smartness on Parade today the high tradition—the personal qualities—which you must all have, and which have been proved by your hard work here, and hard work it must have been because I am astounded at the difficulty of the syllabus which you chaps have to do, and while I realise that it is necessary, as I will explain afterwards, I am sure that most of you, when you came here, did not know what you were in for. But you have done it, and that is a matter of great congratulation to you and a matter of great pride to each one of you and to your parents.

I know all about this business of “mid-term blue,” or “mid-course blue,” or whatever it is that happens to you in your second year, because it has happened to me, and I must confess that at one time I thought I had “had it,” or whatever the expression was at that time, but luckily I had a very sensible father, as many of you must have, who talked me out of giving up, and I carried on, and in a few weeks I was

very glad I had done so. But you know, life is like that—full of ups and downs or mid-course blues. It is always happening like that, there will always be disappointments and things mount up and appear to be too much to manage, or you get posted to a Station where you do not want to be posted, or think you do not want to be posted, when in point of fact, when you get there you are jolly glad you are there. But this pattern of hurdles to overcome, difficulties and disappointments to face is soon forgotten and eventually, if you have done your best, you reach your goal and make the grade, but remember, you will not make the grade if you do not work hard. I am sorry that everyone says exactly the same, and some have said it better than I am doing, but it is a fact, and it is not said because it is the thing to say, but because they know from their own experience over the years and other people's experience, that it is absolutely necessary, particularly in these days of great competition.

When you chose to join that thing called the Royal Air Force, you joined the Service, and we have to realise why it is called the Service. It is called the Service because you join it to serve your country, you join it not for what you can get out of it, except your own satisfaction for a job well done, because you join to serve. Now this means what it says, you do not hope for tremendous rewards, you do not join it for a tremendous reward, but in point of fact, if you believe in the Service and what it stands for, then that in itself is its own reward. It all depends how much you put into it how much you get out of it. If you do your best then you will get plenty out of it. The Service expects a lot from you, as you have seen from this course. The Service in this case is your country, but the Service is a good master and it will give back to you what you deserve. It is fair, it will not carry the lazy ones, it will not carry—you know the sort of chaps I mean—but if you do your best to the best of your ability, the Service will look after you.

Now, I am permanently passed over now. It is a state of affairs we all have to come too sooner or later, and I have not regretted one second. There are times when I have been unhappy, disappointed, frustrated, and I find that the more senior you get, the more frustrated you get, nevertheless, it all comes right in the end. Keep up this ability you have shown for hard work, you are going out into something which I think is one of the most interesting branches of our Service. The Royal Air Force is becoming more electronic-minded, more instrument-minded, everything is electronic now. I would like to go into more detail, but I am sure that someone in the audience would know more about this than I, and would probably correct me, but nevertheless it is a fact that you are joining the most modern Service in the world, and one which I think has the greatest future. The future is very exciting for us all—at least it is for you—and I believe that this grounding you have had here is as good a grounding as you could get anywhere in the world, but it is your initial training, and now you are going to start on your own, now you have got to go out into the world and think for yourselves, and things like private study, from now on, are up to you as individuals, but I, and all the School, hope that you will keep it up. As I said, if you do your best, you will get on. Now do not rush things, take it easy when you get out to the Squadron, judge the good from the bad, do not follow the bad or lazy ones—there will be plenty of those. Look around, do not be afraid to ask questions, and then go ahead. Just watch the leaders and try to keep up with them, but do not try and make your heart burst yet, and you will find that the race is fairly straightforward if you have enough determination to keep going, and keep your sense of humour; this is very important and a great thing in life. I seem to be developing into a bit of a sermon, so I'll stop.

I am delighted, and I can only reiterate the words of the Commandant, to see so many parents here today, many of whom have

travelled long distances to be here. I am sorry that the Parade was not outside today, but I think the Commandant had your interests at heart when he decided to have it indoors. I am delighted, too, to see the Mayor and Mayoress have taken time off from their many duties to be here. I hope the parents here today are proud of their sons, they have every reason to be. I was terribly impressed with everything I have seen today and I am sure the "Mums" will be pleased about one or two things themselves. We know how hard it is to make boys wash, brush their clothes and polish their shoes, but Locking has made them do this. Finally, before I finish with drill, I most sincerely say that I was very impressed with the Parade today, which was carried out under very difficult circumstances. You can get away with murder on a large parade ground when you are about 50 yards away from the Reviewing Officer, but when you are inside and up very close, it is extremely difficult to get away with anything, and you performed exceptionally well, and I congratulate you.

I will now finish up by saying thankyou for letting me come here today—thankyou for giving me fresh encouragement. In my job I get a bit depressed occasionally. We are faced with the tremendous task of forming this new look Air Force, and it does me good to get out a bit sometimes and see what is being done to bring about this transition to the new style Service, this new highly efficient all-regular Air Force, this important factor in our national life, a Service bound to the highest efficiency, the main part of our agreed Government policy—a deterrent, an Air Force, trained not to fight but to prevent fighting. But it will not prevent another war unless it is 100% efficient—each one of you must be 100% efficient. Your role in life is the most important one in the country today. Good luck to you all—Good flying, and I hope I will see fulfilled the promise you have undoubtedly shown since you have been at Locking.

God Bless you all.

Speech made by
Air Marshal W. H. KYLE, C.B., C.B.E., D.S.O., D.F.C.
A.O.C.-in-C. Technical Training Command — as Reviewing Officer of the
Passing-Out of the 85th Entry of Aircraft Apprentices

Commandant, Air Officer Commanding,
 Ladies and Gentlemen,

First of all I would like to endorse the remarks of the Commandant in welcoming not only the parents of the Passing-Out Entry, but also a large number, I understand, of the parents of the junior entries. This is very satisfactory thing from my point of view, and I am very glad indeed that you have taken this trouble to come down. We expected the parents of the Passing-Out Entry to be here because they obviously would wish to see their sons and friends at the culmination of this course, but it gives me great pleasure to see the interest of the parents of the younger chaps so early, and I hope that you will agree with us that the training and the facilities at this school which we have are good. I hope you will agree with that, and I hope that you will take the opportunity this afternoon to have a good look round. Because the more you see of this school, and the more you think about it, the better it is for us, for the Royal Air Force, because you can be very great ambassadors for us, and we are confident that you will be ambassadors because you will be impressed, but please take the opportunity and see as much as you can.

Now you in No. 85 Entry have been preoccupied over the last three years or so in equipping yourselves for the job that you are now called upon to meet in the Royal Air Force, in the Stations and in the Units to which you are posted. Now I am told, and I have heard again this morning from the Commandant, that you have been reasonably successful, and I congratulate you on this. I hope that this culmination will spur you to greater efforts. I think, perhaps, I should record that I spoke to one of the entry this morning on parade, and asked him whether he had made it in one, meaning had he been with the same entry from the beginning, and he was honest enough to say that he had been re-classed because he had been a bit lazy—now that was a very honest statement. I do hope the effect of having to do a little

more time here will impress him and he will remember it in the future.

This day brings you only to the end of the first phase in your Service life, and you have now got to start to make your contribution to a very large organisation which, in these days, if it is to be effective, must constantly maintain itself at a very high state of efficiency and immediate readiness. The days when the Services were regarded as a nucleus on which to build in time of emergency have gone. We have to show the world—particularly our enemies—that we can constantly maintain ourselves in a very high state of efficiency and immediate readiness for any emergency. We simply cannot carry on these days with just a facade, and that is why the Royal Air Force is in the very high efficiency state it is—and the state of immediate readiness it is—today, and believe me, it is a far higher state than we have ever aimed at before. I wonder whether you all know how really good it is. Let me give you one or two examples.

Bomber Command, our Bomber Command, which is the spearhead of the Western offensive force, which we sometimes call the Deterrent Forces. At regular intervals it matches itself in competition with that massive strategic Air Command of the U.S.A.F., and constantly measures up very very satisfactorily with it. Operating thousands and thousands of miles away from their home base when not only the aircrew efficiency, not only the quality of the aircraft and equipment which they are using is so important, but the standard of maintenance of it has to be so high. This competition is not only the dropping of a synthetic bomb in a certain spot, but a competition in the general standard of maintenance of equipment as well, and I can assure you that our Bomber Command has stood this test very, very effectively indeed. In fact, it is the equal in every respect except size.

Now you have heard, and some of you have probably seen, the famous No. 111 Squadron, Fighter Command, with its Hunters, whose

areobatic performances are unequalled by any other Air Force, and I mean that. There is nothing like it in the world today, and others say so, too. Unfortunately, we cannot compete against the Russian Air Force but I have no hesitation or doubt that we would be superior.

Reconnaissance Squadrons under the Second Tactical Air Force regularly, certainly for the last four years from my own personal knowledge, have won the competition which all the various nations in the Second Tactical Air Forces compete for, and this year it was open to all comers, including the Americans, and we still won it.

And our equipment is being used wherever it is politically possible to use it by other nations.

And in the field of sport, which is not unimportant as an outward and visible sign of ability and cohesion, the Royal Air Force is almost supreme. It is worth noting that out of the 15 major Inter-Services Competitions, the Royal Air Force holds 10, and this is no small achievement.

Now you may wonder why I am telling you all this, some of you I am sure, know it already, why should I repeat it? My reason is this. For a state of well-being and efficiency such as I have just described, is not a negative state like sleep, for instance, it is a positive thing, a thing which wants to be tackled vigorously and energetically and, you will find in many instances, with ingenuity, and in the stresses and strains which you will undoubtedly come up against in the future, in trying to maintain this state, it will warrant a good deal of moral stamina, and this is where you come in.

From the time you start in your new Units you will have an increasingly responsible part to play in maintaining this state of well-being that I have described, and I hope that you will feel an urge to increase it. We just cannot afford to carry any passengers. I want you, therefore, to resolve to play your full part and accept my advice to you that you will get very great satisfaction out of making a full contribution, your best contribution. Now, you will come across many who are not conscientious, and who are content to get by as long as they keep out of trouble, it would be burying our heads in the sand if we did not recognise that such people exist, but if you follow their lead you will feel discontented in your Service life and, what is more important, you will lose your self respect. I want you to be ambitious,

not only for yourselves, but also for your Unit, whatever it may be—and which will change—and for your Service. Do not, whatever you do, be frustrated by difficulties, and you will find plenty as you go along; these are just there to be overcome, and almost inevitably can be overcome.

Now you have seen a good parade and I congratulate all those who took part for their smartness and their precision. I know that a parade of this sort is quite an occasion, when you are doing it in front of a large audience. It is quite a strain and it is for this reason that I congratulate you for the way you did it. I would also like to congratulate the instructors who played their part in bringing you to this state. To all those who have any doubt about the value of drill I would just say these few words. You can never hope to take authority and responsibility successfully until first you have learnt to receive orders, to interpret them sensibly and act upon them quickly. Only when you have learnt to do this will you be able to give clear and sensible orders yourself. Now in that sense, drill has stood the test of time, not as an end in itself, but as a means to an end, and I suggest you think of it that way. You must all want promotion and hope for it, but I warn you it is no use just wanting it, to qualify for it you have not only got to develop your skill in your trade, but just as important, and in certain circumstances, even more so, to develop your ability to give clear and accurate orders on your own responsibility, and also to be able to pass on orders that you will receive from others.

Now my final word to you is one in which I hope the 85th Entry will join with me. You have been lucky enough to have had your training in very pleasant surroundings, near a nice seaside town, and you have had the use of very expensive, first-class equipment and extremely good facilities. But in the end it is the Commandant, his technical staff and his Station staff who make this place Locking what it is. And I believe—I know—it has an enviable reputation, and for my part I want to thank the staff for all that they have done for a grand job and for going on doing the grand job that they are doing, and I hope that I say this on behalf of you apprentices and your parents, and I hope the parents of the junior entries will be able to say it with me when the time comes.

My very best wishes to you all, and the very best of luck in your future careers.

Speech given by
Air Marshal Sir JOHN WHITLEY, K.B.E., C.B., D.S.O., A.F.C.
Inspector General of the Royal Air Force
on the occasion of the Passing-Out of the
86th Entry of Aircraft Apprentices
at R.A.F. Locking, on 12th April, 1960

Commandant, Air Marshal Sir Wallace Kyle,
 Your Worships, Ladies and Gentlemen,

I think perhaps I ought to start off with an apology, because those passing-out today, together with their parents, have already seen me and heard my talk before. However, the advice I offered some three years ago is, I firmly believe, still valid, and I hope that having heard it twice some of it will sink in. There is a story told of some cowpunchers in Western America who were having a dinner one night, and somebody was introduced to make a speech, but while making the speech he noticed most of the cowpunchers were producing their revolvers and laying them beside their plates, and he was getting extremely nervous. Finally somebody at his side said "Brother, we are not gunning for you but for the man who asked you to speak." Anyway, I do not know who the guilty party is in this case, but I feel very honoured that I should have been asked to act again as Reviewing Officer, so soon after I was here before. I can assure you that it is quite by chance because there are other Air Marshals in the Royal Air Force.

Today, you members of the 86th Entry of Aircraft Apprentices have come to the end of your initial training and now face the future. As you must have realised by now, this Service of ours is on the threshold of very big developments. Moreover, the future, as far ahead as we can see, rests heavily on the whole electronics

field, whether the airborne vehicles are manned or unmanned. Many major problems lie ahead. It is going to be your job to meet and overcome those problems.

You have had a very fine technical training here—I would say it is probably the best in the world. However, to overcome the problems we visualise, is going to need more than mere mechanised training. They are going to call for a real display of character, leadership and determination. If you show these qualities, there is no limit to your future. When I was the Air Member for Personnel, one of my most senior deputies was once an apprentice like you, and his advice and guidance was absolutely invaluable.

There is an old saying that pride goes before a fall. That is one of the proverbs I do not really believe. My Service experience has shown that the best men, and those who go ahead, are those who have a proper pride in themselves, their ability and their Service. You have just completed, if I may say so, an excellent parade. No doubt your drill instructors have contributed something towards that, and you might now thank those long-suffering men as heartily as you have cursed them in the past. However, **you** have made the Parade. Every movement has reflected your conscious pride in your ability to do well. Keep that up through your careers and you will be as successful in your work as you have been today on the par-

ade ground. It did my heart good to see you putting in so much effort.

Now a word to your parents and friends. I am delighted to see so many of you here despite the difficulties and expense of travelling today. Some of you have probably come long distances, but I'm sure you will all agree it has been worth it. Perhaps some of you were doubtful when your sons chose a career in the Service. Well, you must agree we have not done too badly with them, have we? At least we have taught them to polish their boots and press their clothes. However, these are only outward signs and you must all have noticed many other differences and improvements in character and bodily welfare. I should also like to say how very much we appreciate the attendance of the Mayor and Mayoress of Weston-super-Mare. It is good of them to have spared the time to come along and show such interest in the affairs of this Station.

To you fully fledged members of the Royal Air Force, I would say this. Nothing in this

world which is worth while is easily come by. The harder the job, the greater the effort needed, but the greater is the satisfaction on achievement. We hear a lot these days about young men being spineless and decadent. Personally, I don't believe it. We also had our backsliders in our generation, but we have done pretty well in spite of them. It is for my generation to look back on our past successes. It is for you to look forward to the future—to build on the foundations we have laid. You have cleared your first hurdle, and I have no doubts about our future whilst it rests in such competent hands as yours.

God bless you all and good luck to each one of you wherever you go and whatever you do. Remember that outward signs of smartness or slovenliness reflect a similar inward spirit. It is the smart man who is noticed and gets promotion. Keep up today's good showing tomorrow and for the rest of your service.

Thank you.



Prize Winners

84 ENTRY.

Number.	Rank	Name and Initials.	Prize.	School.
682410	S/A/A	Everitt, M. W.	Highest Agg.; Highest Ed.	Dr. Challoner's Grammar School, Amersham, Bucks.
862360	L/A/A	Hobbs, B. A.	Ground Radar Fitter	Dursley Grammar School, Dursley, Glos.
682394	L/A/A	Drake, B. R.	Ground Wireless Fitter	Plympton Grammar School, Plympton, Devon.
682382	L/A/A	Hillman, P.	Air Radio Fitter	Royal Liberty School, Hare Hill, Romford, Essex.
682461	C/A/A	Goodwin, D.	G.S.T.	Workington Technical College, Workington, Lancs.
682467	C/A/A	Straughan, G.	Victor Ludorum	Glendale County Sec. School, Wooler, Northumberland.
682463	S/A/A	Milligan, F.	Eng. and Gen. Studies	Ulverston Sec. Grammar School, Ulverston, Lancashire.
682383	L/A/A	Hodby, L. A.	Best Set Task	Ashford County Grammar School, Middlesex.

Milligan, Nottingham—Cranwell Cadets (G.D.) Everitt at Henlow (Tech.),

85 ENTRY.

682773	S/AA	Dimes, D. C. J.	Agg.; Ed.; G.W.F.	Exeter School, Manston Terrace, Exeter.
682758	A/A	Baldwin, T. C.	G.R.F.	Bourne Grammar School, Bourne, Lincs.
682781	C/A/A	Greathead, R. A.	G.S.T.	Abbey Grammar School, Ramsey, Huntingdon.
682901	F/S/A/A	Nanson, R. C.	A.R.F.	Millom Sec. Grammar, Millom, Cumberland.
682821	A/A	Somerville, D.	Victor Ludorum	Belfast High School, Belfast, N. Ireland.
682770	L/A/A	Cooper, G. E.	Eng. and Gen. Studies	Sandown County Sec. Grammar School, Grove Rd., Sandown, I. of W.
682362	L/A/A	Boon, J. C.	Best Set Task	Vardean Grammar School, Brighton.

86 ENTRY.

683236	S/A/A	Prior, S. K.	Agg.; Ed.; G.R.F.	Southend High School (Boys), Southend, Essex.
683243	C/A/A	Wyatt, J.	G.W.F.; G.S.T., V.Ludorum	Rye County Sec. Modern, Rye, Sussex.
683208	L/A/A	Hazell, J. R.	A.R.F.	Ashford South Sec. Modern (Boys), Ashford, Kent.
683234	C/A/A	Powell, D. J.	Eng. & G. Studies; Best Set Task	King Edwards Grammar School, Five Ways (Boys), Bartley Green, Birmingham.

Group Captain C. T. Jackaman, O.B.E.

GROUP CAPTAIN JACKMAN was born at Ipswich, where he was educated at Northgate Grammar School. He joined the Royal Air Force in 1922 as an apprentice of the 2nd Entry, Flowerdown, passing out in 1925 as Substantive Corporal Wireless Operator Mechanic, with the prize for technical subjects.

For the next 12 years he served in a succession of Bomber Squadrons in the U.K., Iraq, Aden and Egypt, being variously employed as Air W/T Operator, part-time Air Gunner and Signals Instructor. He was appointed to War-rant rank in January, 1938, and commissioned in June, 1939, whilst serving in Egypt for the second time.

He remained in the Middle East on the outbreak of war, seeing service in the Western Desert, Greece, Palestine and Syria, returning in 1942 to take up the post of Chief Signals Officer in No. 13, and later No. 12, Groups of Fighter Command.

He spent the immediate post-war years on the staff of the Air Attache, Paris, as a member of the R.A.F. Delegation to France, co-

ordinating the transfer of signals equipment required for the rehabilitation of the French Air Force. He returned to the U.K. in November, 1947 but, after a year at the Air Ministry, went back to France, this time to Fontainebleau as a member of the team which set up the Military Headquarters of the Western Union Defence Organisation. W.U.D.O. was absorbed by N.A.T.O. in 1951, and in that year Group Captain Jackaman received the O.B.E. at the last investiture held by His late Majesty.

He was posted back to the Air Ministry in 1952 for N.A.T.O. liaison duties, and seconded to the Ministry of Defence in 1954, as the U.K. member of the N.A.T.O. European Military Communications Co-ordinating Committee.

In 1957 he returned to Fontainebleau on the staff of the Commander Allied Air Forces Central Europe, and was posted to Locking on 6th August, 1959, as Senior Training Officer and Assistant Commandant.

His principal interests in life are foreign travel, archaeology and good music.



Brief History — Wing Commander S. Linnard, D.F.C.

WING COMMANDER LINNARD joined the

Royal Air Force on a Short Service Commission in August, 1937. He did his elementary flying on Tiger Moths at the Flying School at Filton. In November, 1937, he was posted for advanced flying training to No. 4 Flying Training School, Abureir, Egypt. At the end of 1938 he was posted to No. 80 Fighter Squadron at Ismaila, the Squadron being equipped with Gladiator fighters. The Squadron moved to its first battle station at Amrya, near Alexandria, in March, 1939. Wing Commander Linnard operated with the Squadron in the Western Desert on the outbreak of war with Italy, until November, 1940, when the Squadron moved to Greece. Wing Commander Linnard operated against the Italians in Northern Greece until he was shot up in air fighting on 20th December, 1940. He was in hospital from December, 1940, to May, 1941, recuperating from wounds received, being evacuated from Greece as a stretcher case just before the Germans entered the war in Greece.

He rejoined his Squadron in Palestine in June, 1941, in time to operate against the Vichy French in Syria. The Squadron was then equipped with Hurricanes. After this campaign was completed and a short spell in Cyprus commanding a detachment of Hurricanes operating for air defence, his Squadron moved back to the desert in October, 1941, in preparation for the Auchinlech "push," which commenced on 16th November. Two days before the push commenced Wing Commander Linnard was posted to command No. 274 Fighter Squadron, then equipped with 12-gun Hurricanes. In January, 1942, Wing Commander Linnard was appointed as Wing Leader to No. 274 Fighter Squadron, No. 1 South African Fighter Squadron, with the rank of acting Wing

Commander. He was also awarded the D.F.C. in this month, for having shot down seven enemy aircraft.

In March, 1942, being operationally tour expired; he was posted back to the Delta area to form a Fighter Training School, known as No. 1 Middle East Training School. All new pilots coming into Egypt for posting to Fighter Squadrons in the desert, first passed through this School for fighter tactical training and front gunnery training.

In June, 1943, Wing Commander Linnard was posted back to the United Kingdom and posted to No. 12 Fighter Group to do a staff job on fighter tactics.

In March, 1944, he was able to get back on to fighter operations by taking command of No. 54 Fighter Squadron, flying Spitfires in Darwin, Australia, operating against the Japanese. He commanded No. 54 Squadron until June, 1945, when he was posted back to the United Kingdom.

After a short spell in England he returned overseas to fill a number of appointments in Italy, Australia and Egypt. He returned to the United Kingdom in January, 1948, to command Royal Air Force Station, West Raynham, the home of the Central Fighter Establishment. In June, 1951, he was posted from West Raynham to No. 12 Fighter Group at Newton, as Wing Commander Org., which post he held until the end of 1953. During 1954 he was at Allied Air Forces, Northern Europe, Oslo, on air defence duties. He took over command of the Apprentice Wing at Locking in January, 1955, and held that post until his retirement in January, 1960.

Flight Lieutenant F. R. Brewer



Flt. Lt. Brewer was educated at Liverpool College and went from there to Liverpool University, where he studied Architecture for two years before the 1939-45 War. He entered the Army in 1940 and was commissioned in the Argyll and Sutherland Highlanders in 1941. He served in the 7th Armoured Division—the Desert Rats—in the Western Desert as an Anti-Tank Troop Commander during the fighting against Rommel. His main opponent at this time was the 71st Panzer Division, and he kept in close touch with this division throughout the El Alamein fighting.

After the Western Desert Campaign, Flt. Lt. Brewer became involved in Combined Ops., and achieved the “full house” of “D” day landings in Sicily, Italy and Normandy. Throughout this period he was actively engaged as a Gunner commanding an Independent Battery. He suffered his first major defeat in Normandy where he met, and was routed by his future wife, then a Nursing Officer, whom he married in 1945. After two years in Germany, where he served with the Military Government, he took his release from the Army and became District Manager for a national firm engaged in the manufacture of animal feeding stuffs.

In 1951 he returned to the Royal Artillery, and served successively as Adjutant to a T.A. Regiment, and as a Ground Liaison Officer to the Royal Air Force in Malaya. He entered the Royal Air Force in 1957, a few weeks after being “bowler-hatted,” and chose catering as his future calling. He completed a six-months’ course at Halton and was posted as Catering Officer at Church Fenton in Fighter Command.

He arrived at Locking in 1959 and now lives over Banwell Hill in a 16th century farmhouse with his wife and five children.



Warrant Officer J. Winspear



WARRANT OFFICER WINSPEAR completed a Carpenter's/Decorator's/Under-taker's Apprenticeship, and on 22nd May, 1935, he travelled to Uxbridge and joined the Royal Air Force. In 1937 he went on his first tour overseas and spent two years in the Middle East, first at Bagdad and then at Aden. During the 1939/45 War he was stationed with Bomber Command at Royal Air Force, Finningley until his Squadron moved to Upper Hayford, where he remained until 1945. At R.A.F. Finningley he was Corporal i/c Parachute Section, but his promotion to Sergeant, and then Flight Sergeant, came through whilst he was at Upper Hayford, and he was established at Flight Sergeant Discip. in charge of 16 O.T.U. In June, 1945, he was mentioned in Despatches for his work in rescu-

ing crew members from bombers which crashed on return to Upper Hayford.

Flight Sergeant Winspear was posted to Singapore in October, 1945, and on arrival he learnt that his accelerated promotion to Warrant Officer had been promulgated. He remained in Singapore until 1948, and then moved to Kenley, Hooton Park, Tengal and Innsworth, until he finally arrived at Locking in November, 1957 as 3 Wing Warrant Officer. In August, 1959, he took over the duties of Station Warrant Officer.

Mr. Winspear has distinguished himself particularly in a wide range of sporting activities. In 1935/36 he did some cross-country running for Cleethorpes, Grimsby and the Royal Air Force. In 1938 he played for the Middle East Hockey Team. Between 1939 and 1942 he played Football for his Station, and in 1945 became a qualified Football Referee. In 1947-48 he was Welterweight Wrestling Champion of Singapore, where he was affectionately known as "Badman Jack." In 1948 he was given a trial for Technical Training Command's Water Polo Team and followed this up a year later a trial for Home Command's Hockey Team. His list of "breakages" is nearly as varied as his sporting activities and ranges from a broken nose through cracked ribs to a broken leg. We hope that as Station Warrant Officer his life will now be a little more peaceful.



EXHIBITION

“Life at No. 1 Radio School” — Weston-super-Mare
on the 6th-27th April, 1960

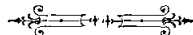
LARGELY as the result of a suggestion made to Group Captain A. P. Chamberlain by Mr. G. P. Rye, the Borough Librarian, it was decided to hold an exhibition in the Art Gallery of Weston-super-Mare in order primarily to show the people of the town all aspects of life at No. 1 Radio School and so cement the strong ties which already exist between the school and the town. Most of the activities of the Station, both at work and play, were illustrated by pictures, and the hall also contained working models, a fine display by the Amateur Radio and T.V. Society, another interesting display by the R.A.F. Regiment Section, a Martin-Baker ejector seat, teleprinters and so on, in wide variety.

Many items of historical interest in connection with radio Training were also on show.

On Wednesday, 6th April, 1960, the Air Officer Commanding in Chief, Technical Training Command, Sir Wallace Kyle, K.C.B.,

C.B.E., D.S.O., D.F.C., visited Weston-super-Mare to open the Exhibition. At the opening ceremony, the first speaker was the Mayor of Weston-super-Mare, Councillor G. A. Parrott, J.P., who talked about the connections between the camp and town, and emphasised the importance of each to the other. Sir Wallace Kyle in his speech, thanked the town for its kindness to the trainees at Locking and the understanding that the members of the Council had evinced in their dealings with Locking. He said that it is important for the R.A.F. to indulge in propaganda now and again. The vote of thanks to the Air Marshal was proposed by Alderman Mrs. M. J. Grey, Chairman of the Libraries Committee.

The Exhibition was open for three weeks and attracted many visitors. Each visitor received a copy of a souvenir brochure which had been specially printed by the Apprentices' Printing Guild.



No. 1 Wing Headquarters — Notes

Retirement of Wing Commander S. Linnard, D.F.C.

January 19th, 1960, marked the departure of Wg. Cdr. S. Linnard, D.F.C., on his retirement. He had been Officer Commanding No. 1 Apprentice Wing since January, 1955. Brief Service history and tribute appears elsewhere in this issue.

He is succeeded by Wg. Cdr. T. Balmforth, D.S.O., D.F.C., A.F.C.

Other Departures.

Sqn. Ldr. S. E. Pattinson, D.F.C., was posted to Goose Bay Staging Post in September, 1959.

Flt. Lt. F. W. T. Davis was posted from "C" Squadron in January, 1960, to Transport Command to fly Pioneer aircraft.

Flt. Lt. A. T. Shaw was posted to a Helicopter course in January of this year.

Flt. Lt. H. G. Reed was posted to R.A.F. Collingsby in January, 1959, from "A" Squadron, and Flt. Lt. P. J. Deakin, also from "A" Squadron, was posted to a Night Fighter Squadron forming in Malaya.

Arrivals.

Sqn. Ldr. D. Giles, D.F.C., was posted in as Officer Commanding "D" Squadron (newly-formed) at the end of August, 1959, and Sqn. Ldr. W. C. Sinclair, A.F.C., was posted in to relieve the Officer Commanding "B" Squadron in August, 1959.

Sqn. Ldr. A. L. Sharp was posted in as Officer Commanding "C" Squadron in October of last year.

Flt. Lt. A. S. Barmsby arrived from Church Fenton during March, 1959, to take up duties with "A" Squadron; Flt. Lt. D. P. Colwill arrived from Christmas Island at the end of June, 1959, for duties with "D" Squadron; Flt. Lt. J. Beecroft was posted in during November, 1959, and Plt. Off. J. T. McKenna arrived from Jurby at the beginning of September last year for duties with "B" Squadron.

The Wing agricultural assistant—L.A.A. Hamish McCrackers—since promoted to Corporal, was invited by the "Daily Mirror" to a Pets' Lunch at the Conault Rooms, Kingsway, London, at which famous mascots were the guests. (C.A.A. McCrackers considers himself well within this category). He appears to have made an impression and figured prominently in the centre page of the "Daily Mirror," at that time enjoying himself immensely with a lovely starlet.

C.A.A. McCrackers, living up to his conviction that he will only get on in the Royal Air Force by his own exertion, has at last become a Corporal Aircraft Apprentice, and as a result of a further application has succeeded in gaining the official support of the Commandant to the purchase of posts and fencing for the construction of a suitable pen, which was duly carried out on a self-help basis by Cpl. Hurrell, L.A.A. Dunster and A.C. Cole, under the direction of W.O. A. T. Webb.

No. 1. Wing Apprentices' Summer Camp 1959

THE Summer Camp for 1959 was held from 2nd September, 1959, to 4th October, 1959, at Penhale, which is a permanent camp administered by the Army authorities. The Camp is in constant use by various Army Regular and Territorial units throughout most months of the year. For the purposes of the Apprentices'

Camp, we were allowed to use a large area of sand dunes for tent erection, and were given use of certain permanent buildings.

Penhale is approximately 4½ miles from Newquay and is situated on a promontory jutting out into the sea, with a sand beach on either

side. The cliffs in the main are very steep, but it was found that paths existed in places where descent could be made fairly safely; in the main the cliffs were dangerous.

The 88th, 89th and 87th Entries of Aircraft Apprentices attended Summer Camp in that order, and were accommodated under canvas, erecting and dismantling their own tents. All meals were served in a permanent dining hall under the good artifices of Sgt. (Tubby) Stradling, a good standard of feeding was achieved. Tubby, as usual, was the life and soul of the party, and was a great favourite with the boys. He produced his usual cakes for the winning syndicates of each entry, which were soon disposed of by the recipients.

R.A.F. St. Mawgan supplied parent facilities and were of great help in every way, as also were the Army permanent Staff at Penhale.

The training programme consisted of open-air exercises and expeditions, and Flt. Lt. Wilde and his staff carried through an ambitious programme without any major hitches, and no apprentice wandered off into the blue and was lost irretrievably. All apprentices carried out firing practices on the 600x range on Bodmin Moor, and some excellent scores were achieved—many apprentices qualifying for marksmen's badges.

In all but a few instances, the local farmers made the boys on expeditions welcome, and I am sure the forthcoming Camps will continue to receive goodwill. The surrounding sand dunes were covered with a very dry grass which ignited rapidly, as Flt. Lt. Wilde dis-



covered to his cost. We had two fires, both of which were put out before the main fire fighting force arrived on the scene, and pyrotechnics were then confined to the beach.

Fg. Off. Edwards gave some excellent rock-climbing practices, complete with all the necessary ropes and paraphernalia that goes with the exercise.

On the sporting side volley-ball courts and a basket-ball court were set up and enjoyed good use. A Soccer match was played by the 88th Entry against an Army Junior leader team and resulted in a 3-3 draw.

The 87th Entry played Rugby against an R.A.F. St. Mawgan fifteen, which resulted in a win for the 87th. The 87th also played a St. Mawgan Soccer side, which also was a win for the 87th. They then played the Army permanent staff at Penhale and won 12 nil.

In spite of the good weather we enjoyed, swimming facilities were disappointing, although at times the sea looked safe enough, danger was never far away, and although mainly through good supervision we did not encounter anything serious, one or two Army personnel had frightening experiences.

Visits were paid to the Camp by our own Commandant and the A.O.C. 24 Group, who were well entertained and seemed to approve of what we were doing.

The sea adjacent to the Camp offered some excellent fishing and some good catches were made, mostly mackerel and garfish. The local bait was sand eel, which had to be extracted from the sand at night time. The boys became quite expert at this, and I think some of them enjoyed this aspect as much as fishing, and at times their torches could be seen dotting the beach. Many varied exclamations could be heard, and frantic clutchings at the sand in pursuit of the eels, with shouts of "there goes the little so and so."

In closing, the Camp was voted a great success, and I think the contributory factors were the excellent weather, the spirit with which the staff tackled their work, and the fact that the boys were thoroughly enjoying themselves.

No. 3 Wing Notes

PROBABLY the most notable event during the past year was the reduction of No. 3 Wing to a two-squadron basis following the disbandment of "C" Squadron last July. Nevertheless, training has continued apace, and nearly 2,400 airmen trainees passed their courses during the period under review.

This figure includes 1,023 Fitters, 609 Mechanics and 416 Post Graduates, together with 186 airmen who completed Conversion (C.R.) and S.T.M. Courses, and a number of foreign nationals. Amongst the latter were 114 Germans and 17 Iranians.

Several changes have occurred in administrative appointments in the Wing, the more noteworthy being the departure of the Commanding Officer the O.C. "A" Squadron, and the Wing Adjutant. Wing Commander J. H. I. Stirling was posted to command R.A.F. Norton and has been replaced by Wing Commander W. C. Armstrong. Squadron Leader V. Bridges, D.F.C., has been transferred to the Air Ministry with the acting rank of Wing Commander, and has been replaced by Squadron Leader E. S. Davis. Flight Lieutenant B. Clare, the Wing Adjutant, has been replaced by Flying Officer A. H. Burkey.

No. 3 Wing personnel have continued to play a prominent part in the ceremonial activities of the Station, in particular by participating in March Past through Weston-super-Mare during the Battle of Britain Week and on the oc-

casional of the commemoration of the Freedom of the Borough. In addition, the Wing supplied contingents at the Royal Air Force Association Battle of Britain Parade at Taunton and at Remembrance Day Services at Bristol and Hutton.

Wing personnel have also been well to the fore in the sporting world, and several trainees have gained individual recognition in various spheres. L.A.C. Gushlow became Flyweight Champion of the R.A.F. and went on to become the Inter-Services Champion and A.B.A. Champion, following which he represented England in the European Championships at Lucerne. A.C.'s Mayne and Powell represented the R.A.F. at Sailing on several occasions during the season, and A.C.'s Taylor and Evans also represented the R.A.F. in Javelin and Walking events respectively. J./T. Hopkins and L.A.C. Gittens were selected for the R.A.F. Rugby Football XV, and A.C. Beacon played in all the R.A.F. Badminton matches.

In addition, the Wing provided representatives in the Technical Training Command for Athletics, Rugby Football, Swimming Golf and Badminton.

No. 2 Flight of "A" Squadron won the Inter-Flight and Section Soccer League, with No. 6 Flight of "B" Squadron as runners-up. No. 3 Flight of "A" Squadron and No. 8 Flight of "B" Squadron have reached the semi-finals in the Inter-Flight and Section Knockout Cup Competition.



Training Wing Notes

THE past year has brought many changes to the face of Training Wing, which is to say many faces have gone and many new ones are here to take their places.

Arrivals.

Group Captain C. T. Jackaman, O.B.E., came in as Senior Training Officer from a long sojourn in foreign climes. A biographical note appears elsewhere in this issue.

Flying Officer S. W. Winks joined in July, 1959, from Royal Air Force, Jurby.

Flight Lieutenant V. Wasilewski joined us from a Technical Signals appointment in Cyprus on 7th August, 1959.

Flight Lieutenant R. D. Lloyd, Tech. Sigs., joined us from Wildenrath on 28th August, 1959, and has since taken over the Air Training Flight.

Flight Lieutenant J. Mowforth arrived from the Signals Squadron at Benson, via Royal Air Force, Yatesbury, in November, 1959.

Flying Officer M. J. Reeve became Training Wing Adjutant on 15th February, 1960, coming from Royal Air Force, Kinloss.

Flying Officers N. R. S. Nisbett and A. C. Thorogood have started their teaching careers at No. 1 Radio School from the Introductory Course at the School of Education.

Flight Lieutenant I. G. Williams, Tech. Sigs., arrived from Far Eastern Air Force in March, 1960.

Squadron Leader D. C. Wilson arrived to take over the duties of Assistant Senior Training Officer on 11th April, 1960.

Flight Lieutenant A. J. I. Davies came from Far Eastern Air Force on 9th May, for educational duties.

Departures.

Wing Commander Denis Hart relinquished his appointment as Senior Training Officer in August and is now in S.H.A.P.E. in the Electronics Section.

Flight Lieutenant E. H. Sandall went into retirement on reaching the age limit in October, 1959, after 5 years on this station.

Flight Lieutenant H. B. Jones who also spent most of his five years at Locking, did not completely sever his connection with the Service when he left in November, 1959. He has now taken a teaching post in the Royal Air Force Grammar School at Singapore.

Flying Officer D. C. Morgan left Locking in October, 1959, after three years' service, to take up an appointment with the Shell Petroleum Company at Heysham.

Flying Officer D. G. S. Winter first joined the Royal Air Force as a Radar Fitter, later to become an Education Officer in Aircraft Apprentice Training, in November, 1956. He left us in July, 1959 to undergo a course of study at a Theological College in Bristol.

Flight Lieutenant C. E. Hargest, D.F.M., is now posted to Royal Air Force, Cosford, for instructional duties with boy entrants. He was here for 6 years and was responsible for the organisation of the Locking Apprentices' Society. His promotion of enthusiasm for swimming has been rewarded by proximity to a large indoor swimming pool at his new station.

Flight Lieutenant D. Holt left the Royal Air Force in January, 1960, after spending most of his five years' service at Locking, and has become a schoolmaster at West Buckland School in Devon. He was a champion fencer and took a keen interest in photography.

Flying Officer N. I. Armstrong, who spent three and a half years on the Station, chiefly in the Station Education Section, but latterly in the General Studies Section of Aircraft Apprentices training, was posted to Halton in March, 1960. He was very well-known here for his photographic activities.

Flying Officer M. H. Legge returned to civilian life in March, 1960, after spending two and a half years with us.

Flight Lieutenant J. A. Macdonald left for Hong Kong in March, 1960, after four years at this school.

Flight Lieutenant R. K. Birlison is now posted to Khormaksar in the Aden Protectorate, and takes up duties there in April, 1960.

Squadron Leader A. T. Prince, D.F.M., left us in April, 1960, after seven years on this station. His work as assistant to the Senior Train-

ing Officer, for the Sergeants' Mess and his frequent and notable appearances before the footlights for the Amateur Dramatic Club were greatly appreciated by all. Our good wishes go with him to Headquarters Technical Training Command, who will doubtless be quick to appreciate his enthusiasm and capabilities.

Civilians.

Mr. J. K. Fish, M.B.E., Imperial Services Medal, Supervising Instructor, retired on reaching the age limit on 16th December, 1959, after

long service mostly in connection with aircraft apprentice training.

Obituary.

Mr. W. R. Still died suddenly on 16th December, 1959. He attained the rank of Warrant Officer whilst in the Service and was also well-known in Service Association Football circles before returning to No. 1 Radio School as a civilian instructor and moving with the school from Cranwell to Locking.

The Training of Aircraft Apprentices

THE purpose of Apprentice Training at Locking is "to produce advanced tradesmen of good education, and to develop in them such qualities of character—sense of responsibility, leadership and pride of service—as will fit them for a progressive career within the Royal Air Force.

The first aim is to produce an advanced tradesman. In everyday terms this means a man who is capable of understanding, maintaining and repairing, where necessary the electronic equipments which are an essential part of the operation of the Royal Air Force today. The range of these equipments is so extensive that it is necessary to divide the tradesmen into three distinct trades. These three trades correspond to a division of the function of the electronic equipment; viz., the equipment required for communication purposes, the radar equipments necessary for warning systems and navigational aids, and finally the equipments, communication and radar, which are carried in aircraft.

The task of the Ground Wireless Fitter, is to maintain those receivers and transmitters which are established on the ground for the purpose of keeping in touch with aircraft, the high-powered automatic equipments used in long-distance communication between the Air Ministry and Commands Overseas, the teleprinters which are used in everyday communications systems within the United Kingdom, and the cryptographic machines for ensuring the security of communications.

The development of modern radar search and warning equipments and radar navigational aids has resulted in the setting up of centres at which are concentrated very complicated and tremendously expensive electronic devices. The training of the Ground Radar Fitter fits him to become the mainstay of the maintenance staff of such centres and he must, therefore, understand the working of the radar transmitters and receivers and their associated display apparatus, as well as the huge aerial equipment which forms an essential part of such systems.

A large part of the load of any military aircraft today is the wireless and radar equipment, whose uses vary from the straight forward radio telephone equipment, which enables the pilot to have direct conversation with control points on the ground, to the latest navigational aids. These latter are twofold in type; those which are self-sufficient, and those which are used in conjunction with permanent ground beacon systems. In order that he shall be capable of installing and maintaining this range of equipment the Air Radio Fitter is trained in the principles of both radio and radar. After gaining a knowledge of the various equipments involved he does have the opportunity of trying out such equipment in flying exercises as a significant part of his training.

The responsibilities of the various trades described above is a vast and ever-increasing one, and the amount of knowledge to be assimilated

lated by the present Apprentice is greater than ever before. The course lasts for three years, and for the young man who undertakes the task it is a hard three years, during which every hour of every working hour is fully organised. To complete it, not only ability is required, but also a real determination.

In order to understand the method of training it is necessary to emphasise two important points. The first is to appreciate the nature of the subject. All radio and radar is dependent on electricity, and electricity is something which cannot itself be seen, even though its effects can be deduced or measured. Any explanatory teaching of its behaviour, therefore, is an instructional challenge.

The second fact which needs emphasis is that the training is not limited to a purely factual knowledge of existing equipment. The Royal Air Force is dynamic; the weapons and devices used are continually changing. Each Apprentice must be given a fundamental training which will enable him to follow new developments and techniques as they are introduced.

The first year of the course covers the same ground for all Apprentices, and is largely concerned with classroom and laboratory work. It is intended to extend the knowledge gained in the Secondary Grammar, Technical and Modern Schools, from which Apprentices are drawn, and orientate it in the particular direction required for their future trades. Much time is spent in studying direct and alternating current theory, radio valves and valve circuits. The year is spent largely in studying theoretical subjects, and is, in fact, very much a continuation of school life, but it does lay the foundation on which specialised knowledge will be built.

At the end of this first year of training the division into trades takes place. From this point the training diverges so that attention can be focussed on those techniques which are applied to the appropriate equipments.

As specialisation begins, attention is directed to the application of techniques to practical devices. Time spent on theoretical studies diminishes, and its place is taken by a practical approach to actual radio sets. There is, in this second phase, therefore, a gradual transition from theory to practice, and application takes the place of principle.

Running parallel to the classroom and laboratory teaching and the knowledge of radio equipment, there is the training in workshops, which teaches the use of hands and tools. Methods of soldering, cable jointing and termination are specialised skills which will be an everyday requirement for these tradesmen. The limited space available for carrying out these tasks in modern electronic equipment demands a highly developed skill of hand.

The final aspect of the practical training is to develop an understanding of how to apply knowledge in a logical fashion to enable a technician to deal with major repairs and modifications, to diagnose and repair faults, to set, tune and adjust the equipments for which he is responsible.

The training described so far is limited to the specific subject matter of the trade. But training is not limited to the immediate requirements; the second aim is to produce a tradesman "of good education." The syllabus, therefore, gives a broad foundation of knowledge on which to build. This knowledge is not restricted to radio matters, but contains a sufficiency of Mathematics to permit a quantitative and Analytical approach to the subject, and to develop a habit of applying knowledge logically to practical problems. A proportion of each week, during the first year, is devoted to the study of Engineering Science and Engineering Drawing. These subjects are intended as a scientific background to general engineering, and an understanding of how circuits and engineering items can be represented diagrammatically.

The general and cultural studies aspect of course is devised so that an Apprentice will understand the individual's place in the community as a whole, and the relationship between this country and other countries of the world. To this end there is instruction on the legal and governmental systems of this country, an introduction to world geography, post-war history and current affairs. Many of these matters are dealt with in discussion so that oral and written powers of expression are developed.

Each Apprentice, as a culmination of this part of the course, is required to produce an essay, of about five thousand words, on a subject of his own choice. The subjects chosen are various, and provide an opportunity and training in the acquisition and reproduction of knowledge from a variety of sources.

It is important that training received on the Apprentice Course is recognised outside the Royal Air Force. Apprentices are encouraged to gain civilian qualifications which correspond to their training. The most suitable technical examinations are set by the City and Guilds of London Institute, in Telecommunications Engineering. In the 1959 examinations one hundred and sixteen Apprentices attacked two hundred and twenty-one subjects, and were successful in one hundred and seventy-two cases, giving seventy-eight per cent success. Seventeen Apprentices gained the complete Intermediate Certificates of Telecommunications Engineering.

Apprentices who arrive at Locking and who have not gained passes in the General Certificate of Education (Ordinary Level) in Mathematics, Engineering Drawing and English are encouraged, provided they are showing satisfactory progress, to gain these. In December, 1959, thirty-six passed in Mathematics, thirty-four in Engineering Drawing, and five in English Language.

A course is now being arranged for outstanding pupils to prepare for Mathematics at Advanced Level in the General Certificate of Education.

To fulfil the third aim of Apprentice training, which is the development of leadership, pride of service and sense responsibility, instruction is given throughout the course on general service matters. The object is to give an understanding of the Service to which the Apprentice belongs and in which his career will develop, and the part that, as a member of that Service, he will play in its military role. At the same time a personal pride in bearing and turnout is produced primarily on the Parade Ground, where the Apprentice is taught how to behave as a member of an organised body of men and also how to control such a body. The peak of this training is seen finally at the Passing Out Parade, when the Passing Out Entry parades, under the command of one of its members, for inspection and review by a Senior Air Officer.

The sense of responsibility and leadership is encouraged by the organisation of the domestic life of the Apprentice Wing. Here much of the responsibility for discipline is vested in Apprentice N.C.O.'s. These N.C.O.'s are responsible to Flight and Squadron Commanders for discipline within the Barrack Huts and domestic area.

Selected for their potential leadership quali-

ties, they are given special privileges, which in turn demand self-discipline over others. It is generally from the ranks of such Apprentice N.C.O.'s will come those who are fortunate enough to gain Cadetship at the end of the training course.

Sport and physical training are important items in the life of the student. Not only is there the opportunity to play games, but the physical training syllabus teaches the rudiments of all the popular games. As a result many take up sports which, due to lack of facility or lack of knowledge, they have never played before. One afternoon each week is set aside for games, in addition to the fixtures which are arranged at weekends. Inter-Squadron and inter-flight games are played regularly to add interest for those who find themselves unable to gain a place in the teams which compete with other Schools in the Royal Air Force and the Army.

The Locking Society Clubs provide the opportunities for the development of Hobbies such as model-making, photography, amateur radio and printing. Each year the Apprentices, with help from the instructional staff, produce a full-length entertainment.

The Duke of Edinburgh Scheme, with its challenge to Youth finds, in the ranks of the Apprentices, many who are willing to accept the challenge. Since its inception there has been a very wonderful response, and pursuits and expeditions have been carried out regularly, the latter in some very adverse conditions of weather. Fourteen gold awards have already been gained, and sixty-four silver awards.

The final hurdle to the training is the Final Trade Test carried out, at the end of nine long terms of preparation, by an external examining body charged with the responsibility of ensuring that the correct standards are maintained by the tradesmen of the Royal Air Force.

When the final hurdle is overcome and the Apprentice is ready to transfer to the adult Air Force, the transition is marked by the Passing Out Parade. This is more than just a parade: it is the last time they will appear in public as Apprentices. As they march off to collect their certificates of Apprenticeship and prizes, they become full members of the Royal Air Force, and with them go the good wishes of all those who have tried for three years to make them as efficient as possible in the part they will play in the future of their chosen Service.

No. 5 Regional Band

“REGIONAL BAND, what is that ?” A few years ago such a remark was quite common on the Royal Air Force Stations we visited during the course of our many musical duties. Even today a brief history of our activities may come as a surprise to many of our Locking comrades in blue. It gives us great pleasure, therefore, to join with you in these pages and tell you something of the work we do, the many miles we travel and the interesting people we meet.

No. 5 Regional Band is one of the nine Bands employed on whole-time musical duties throughout Royal Air Force Stations all over the world. Our general area is that of the West Country and, through our Headquarters at Uxbridge, we are detailed to attend functions requiring music at any of the Royal Air Force Stations within our Region. Our parent Unit recruits and trains young musicians at the Royal Air Force School of Music, and keeps us at a strength of between thirty-five and forty personnel. With a Band of this size we are able to make ourselves heard even on Locking's large square, although I must admit to casting an envious ear to the eleven drummers of our Apprentice Band when it comes to carrying power on this particular square!

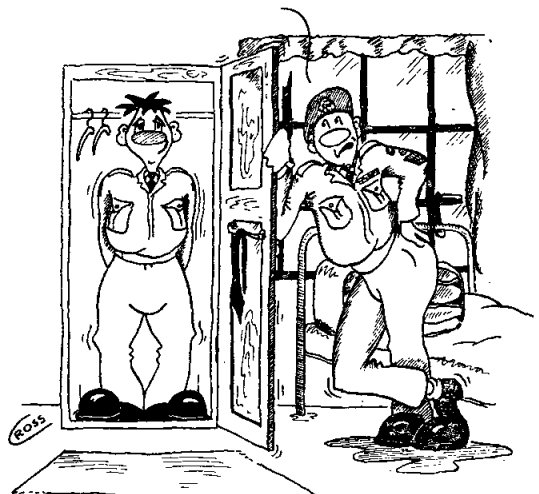
Let's take a look behind at last year's activities. During 1959 we travelled over 8,000 miles by road, and served 25 Stations; visiting many of them a number of times. From among our more exciting trips, here are a few that stand out. In May there was the state visit of the Shah of Persia; a colourful ceremony in London, with many Bands and hospitable crowds to welcome a distinguished visitor. In June, we formed part of the impressive Parade at Royal Air Force, Scampton, to parade the Queen's Colour. The Queen's representative on this occasion was the Lord Lieutenant of the County of Lincoln. On the 10th July, we had the honour of being presented to H.R.H. the Duke of Gloucester, on the occasion of his visit to Royal Air Force, Old Sarum. But, perhaps the work that gave us the most personal pleasure, was that of playing to disabled and handicapped folks at the Cheshire Home,

Kington Langley, and again at Longford Castle during their annual Fete in July. Both of these occasions were blessed with warm sunshine to match the festive spirit of these courageous people. 1959 again, was an auspicious year for us in No. 5, for in September we won the Regional Band trophy for Band Ceremonial and Musical Performance.

We are proud to play a particular and important part in the ceremony of the Royal Air Force. We have an interesting and varied life; but, of course, travelling as we do is not everyone's cup of tea, and many Musicians leave to find a more settled occupation. When you next look questionably at the Band Hut, and hear odd sounds issuing forth, remember we are rehearsing for something. And a parting thought: “I wonder why we are the only hut with a protective brick wall!”



YOU WOULDN'T BE TRYIN' TO GET OFF
THE PARADE BY ANY CHANCE, - WOULD
YOU SMITHERS ?



Atomic Energy in Britain

By L.A.A. D. J. POWELL (86th Entry)

INTRODUCTION

THE word atom was first used by the Greek scientists over 2,000 years ago. It means indivisible, and they used it to describe the particles which they thought made up matter. In 1790, John Dalton, in his famous atomic theory, enlarged upon the Greek theory, but very few people were interested in minute particles which had never been seen.

It was not until the end of the 18th century that atoms began to have any significance for the ordinary person. This was the beginning of an era of discovery into a new branch of science called nuclear physics. Such people as Pierre and Marie Curie, John Cockcroft, Ernest Rutherford, Charles Wilson and many others worked to discover the secrets of the atom. They foretold that the atom could be of great service to mankind but, they also saw that it could bring death and suffering. Once again little interest was shown outside the world of science and only an occasional paragraph in a newspaper marked their discoveries.

On August 6th, 1945, a single bomb was dropped from an American aircraft, flying high over the city of Hiroshima in Japan. It exploded with a blinding flash which put the sun to shame. The shock wave from the bomb smashed thousands of buildings, and the searing heat set fire to the debris. Within minutes, the now familiar mushroom-shaped cloud had formed over the blazing city. When the cloud dispersed, 100,000 people were dead or dying, and another 100,000 were injured. Three days later a second bomb burst over Nagasaki, and another 40,000 men, women and children died amid the ruins.

A wave of horror swept the civilised world when the news was released, and a feeling of guilt prevailed. Here was a chance to end all war, a chance to bring peace to a troubled world. The scientists who had devised the atomic bomb, begged that it should be outlawed, but the military powers took control and an arms race developed. The chance of peace was gone.

Fortunately the power of the atom can be harnessed and put to peaceful, as well as war-like uses. It can give us almost unlimited electrical energy, new methods of fighting disease, and many aids to science and industry. The choice is ours to use this new-found power as we think best.

At the present time atomic power and radio-isotopes are playing an ever-increasing part in our lives. The first full-scale power station in the world to use nuclear fuel has been operating in this country since 1956. To date, Britain has exported more valuable radio-isotopes than any other nation.

Before we examine the many uses of the atom, let us look back and follow the discoveries which led up to Hiroshima and the harnessing of the atom.

Chapter I.—DISCOVERY

If, in 1897, a scientist had been asked about the nature of an atom, he would have quoted Dalton and said that an atom was the smallest particle of matter, indivisible and indestructible. He was not to know that within a year a young Frenchman and his wife were to initiate a chain of events which led to the atomic age, and proved that Dalton's theory was incorrect.

Pierre and Marie Curie, who were investigating the rays given off by uranium, succeeded after almost four years of hard work, in refining several tons of pitchblend ore to produce a few grains of a new element. It gave off a faint bluish light, and so they called it radium, the shining element. As well as light it gave off heat, which they could measure. To their absolute astonishment, the measurements showed that one gram of radium could produce the same amount of heat as 7 cwts. of coal. They knew that this energy must be caused by the breaking up of radium atoms. Part of the atom was changing into pure energy and a different substance was left behind.

In England, Thompson and Rutherford were trying to discover the composition of the newly-

found Bcathode, X- and uranium rays. They found that cathode rays were tiny particles with a negative electric charge. These particles have a diameter of only 10—10 centimetres. When these electrons struck certain materials, X-rays, which are pure energy, were formed. Here again was the mysterious border between matter and energy.

The rays from uranium, however, were found to consist of three distinct types, namely, alpha and beta particles, and gamma rays. Rutherford was able to prove that the alpha particles were helium atoms, and the beta particles were electrons. Slowly he built up a picture of an atom. In 1911 he announced that all atoms had a central nucleus, around which one or more electrons circled. It looked very much like the sun and planets. For each circling electron with a negative charge, the nucleus contained a proton with an equal positive charge, thus the total charge on any atom is zero. At this time Rutherford only suspected the presence of an electrically neutral particle.

During his experiments, Rutherford found that the rays from uranium could knock an electron off an atom, leaving it with a positive charge. He called these charged atoms "ions." The invention of the cloud chamber by Charles Wilson made it possible to trace the paths of ions. The cloud chamber is a vessel filled with air saturated with water vapour. Any charged particle which passes through the chamber leaves a trail of water droplets like the trail left by a high-flying aircraft.

In 1913 Frederick Soddy made a discovery which at the time seemed to have little significance. He found that every element was a mixture of two or more substances which were identical except for their weight. He called these deviations from the natural element "isotopes," some of which were later found to be radio-active. Perhaps the most important example of this is uranium. Normal uranium 238 has mixed in with it a very small quantity of uranium 235. It is the uranium 235 which is used as fuel in Britain's atomic power stations. (The number after the element is the number of particles in the nucleus). Soddy attributed the difference in weight, between the isotopes of the same element, to an unknown neutral particle.

It was not until nearly twenty years later that this neutral particle was proved to exist. During

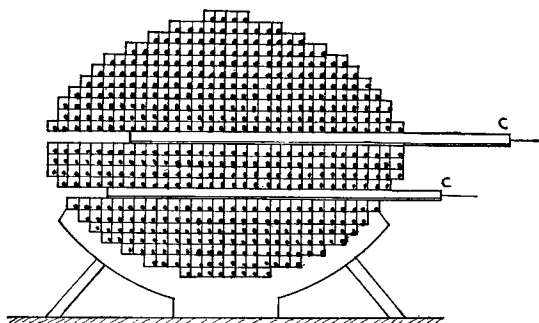
1932, Rutherford succeeded in splitting atoms of nitrogen by bombarding them with alpha particles. Within a few years, most of the light elements had been split in this way, but the metal beryllium acted very strangely. Instead of splitting, a burst of very penetrating radiation was emitted. Sir James Chadwick proved that this radiation was a stream of particles, similar in weight to protons but without charge. He called them neutrons. Neutrons are present in the nuclei of the atoms of every element except hydrogen, and it is the number of protons and neutrons which gives an atom its chemical properties.

The story goes now to France, where Frederick and Irene Joliot had bombarded aluminium with alpha particles. Much to their surprise, they found that the aluminium remained radio-active after the alpha source was removed. Quickly they analysed the aluminium and they found traces of a radio-active isotope of phosphorus. This was the first instance of the manufacture of artificial radio-isotopes, but within a few years the number was to reach several hundred. Research workers found that the target atoms, when bombarded, emitted part of the nucleus, and either became an entirely new substance or a radio-isotope of the parent element.

In Italy, Enrico Fermi heard about the production of radio-isotopes and decided to carry out a similar series of experiments, using a neutron beam. He was quite successful and produced and identified a further fifty isotopes, but he found that he could not identify substances left by uranium. Uranium was the heaviest known element, number 92 in the table, and as the other isotopes had been very near to the original element, he searched down only as far as element 85 for the products of the uranium experiment. He guessed, wrongly as it proved, that they must be entirely new elements, but, of course, he could not prove it.

Hahn and Strassman, working in Germany, took over where Fermi had left off, and by 1939, they had solved the problem. Uranium fission had taken place and the uranium nucleus had split in half, with the release of a considerable amount of energy. A reference to Einstein's famous equation, $E=mc^2$, told them that 25 million kilowatt-hours of energy was stored in $2\frac{1}{2}$ pounds of uranium. If sufficient neutrons were available to split all the atoms of the uranium this energy could be released.

In France, Juliot found that every time a uranium atom split, two neutrons were ejected at very high speed, surely if these two neutrons could fission two more atoms producing four neutrons, and so on, For the first time chain reaction was coined. There were two main obstacles still to be overcome before a chain reaction could be started. Firstly, the neutrons had to be slowed down before they would cause a uranium atom to split, and secondly, a certain quantity of uranium 235 was required before a chain reaction could begin. This quantity became known as the critical mass. Uranium 235 was available, only in minute amounts mixed in with natural uranium metal.



The diagram shows the world's first reactor made by Fermi in 1942. The dots are the cubes of uranium embedded in the corners of graphite blocks. The rods marked C are made of cadmium, a substance which absorbs neutrons, and their purpose is to control the reaction

Fermi, now a refugee in America, overcame these difficulties, in the design of the first nuclear reactor. He obtained enough uranium 235 by using a large amount of natural uranium. He took the uranium and cut it into a number of cubes which he spaced about in a large pile of graphite. The graphite had the effect of slowing down the neutrons. By 1942 he had completed this arrangement, and on December 2nd, the first ever, self-sustaining, controlled chain reaction was started. We had entered the atomic age.

Chapter II.—PLANS FOR PROSPERITY

In May, 1939, a short paragraph appeared in an English newspaper stating that a new source of power had been discovered in America. No details were given, and it was the last that the

public heard of it, until the news of the bombing of Hiroshima was released.

Before 1939, all the discoveries in the field of nuclear physics were published openly, and there were exchanges of information between scientists of many countries. With the outbreak of war, the situation changed abruptly. America became the centre of research, and scientists from Britain and many allied countries worked there, on the top secret "Manhattan Project." This project, which cost two billion dollars, was to produce the first ever atomic bomb.

Directly after the war the situation changed again. America felt that she could no longer trust her Allies and the door was well and truly slammed in our face. Thus, in 1954, Britain had no nuclear weapons, no research centres and very little equipment. Only the scientists returning from America, had any idea of the task that lay ahead. If this state of affairs was allowed to last, we would have been left far behind in the race for atomic power.

The United Kingdom Atomic Energy Authority was set up by the Government, and Sir Edwin Plowden was asked to take charge. He had no staff, buildings or materials, and only a handful of people in the country knew anything at all about atomic energy. The problems that he faced were enormous, and the only things about which he was really sure were the objectives of the Authority, as laid down by the Government.

Priority must be given to the production of fuel for atomic weapons. An intense research programme must be instituted, to enable us to keep up with the rapid progress in the nuclear field. The peaceful uses of atomic energy must be thoroughly investigated. These were his orders, and it was with these in his mind that Sir Edwin plunged into the task of making Britain a major power in a rapidly changing world. When his staff did arrive, he was fortunate in having such men as Cockcroft, Hinton, Penney, Fishenden and Owen. Their combined drive and initiative was to build a new industry.

To Cockcroft was given the task of setting up a research centre, which was vital to an expanding nuclear programme. In 1946 he was given R.A.F. Harwell on which to build his establishment, and within a few months the odd collection of huts left behind by the Royal Air Force had been swept away, to make room for laboratories and offices. The hangars were allowed to

remain, and it was inside one of these that Britain's first nuclear reactor was built.

This reactor was designed by the British research team in Canada, and it was very similar to the reactors which were working in America. Natural uranium was used as fuel, and the material for slowing the neutrons was graphite. This material which slows neutrons is called the moderator. With all possible speed the reactor was constructed, and in 1948, the first chain reaction was started. This reactor is known by the homely name of B.E.P.O. (British Experimental Pile O), and as well as providing invaluable information on reactor problems, it produces most of the radio-isotopes used in this country.

Although at this time the main objective was the production of fuel for atomic bombs, no step in this direction could be made until the information from the Harwell reactor was available. The Americans had found that, after being irradiated in a reactor, some of the hitherto useless uranium 238 had been converted into an entirely new element called plutonium. Plutonium is a very good nuclear explosive. B.E.P.O. provided the information which was necessary before we could start producing plutonium on a large scale.

As plutonium can only be produced inside a reactor, it was necessary to build two large reactors for this purpose. These reactors were built at Windscale in Cumberland, and a fac-

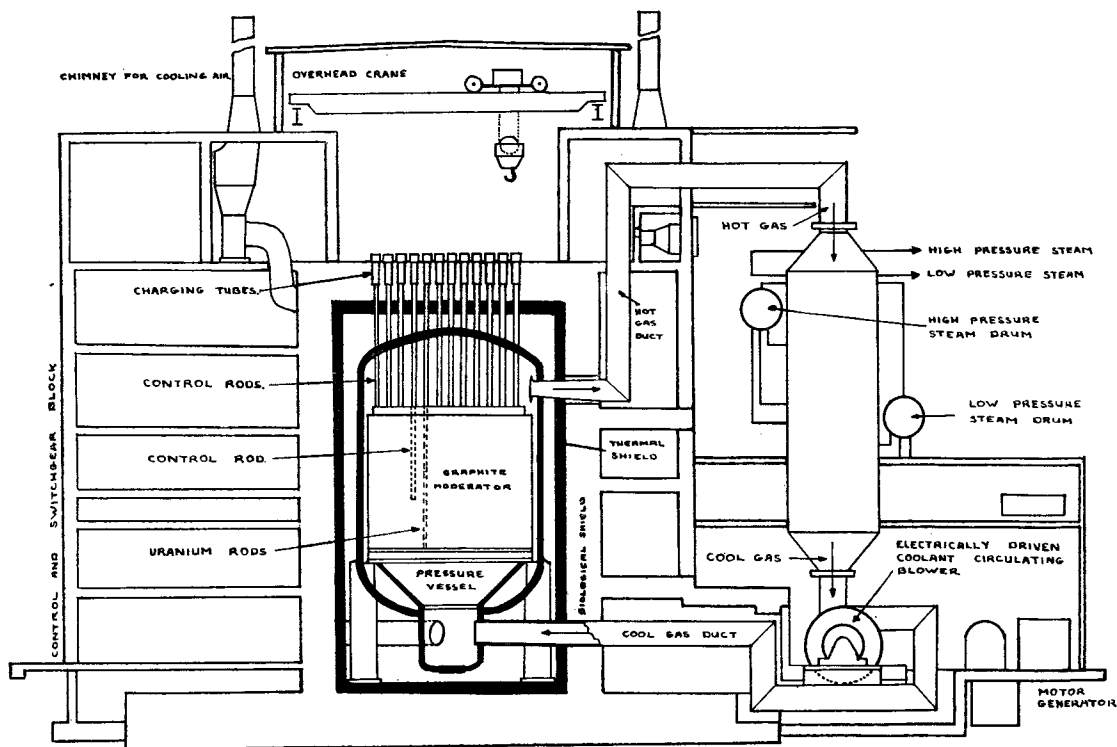


DIAGRAM OF A CALDER HALL GAS-COOLED REACTOR.

Today Harwell has at least six reactors, using various types of fuel and moderator, with facilities for research into most branches of nuclear physics. In addition, several large particle accelerators have been built for basic research into the still relatively unknown regions of the nucleus.

tory, for removing the plutonium from the highly radio-active fuel elements, was built on the same site.

The production of atomic weapons is the unpleasant side of the work of the Authority, but it is a fact that the preparation for war, gave

the nuclear energy programme an urgency which it may otherwise have lacked. With the successful testing of our first nuclear bombs in 1952, some of the effort was diverted from the production of weapons and applied to the investigation of the peaceful uses of atomic energy. Reactors similar to the ones at Windscale, were to be built with the idea of producing electricity in mind, and the possible uses of radio-isotopes were to be investigated.

The first ten years after the war saw great strides taken in the field of nuclear engineering. An entirely new industry had been built from nothing, and the collection of huts at Harwell had grown into one of the best research stations in the world. In all, the United Kingdom Atomic Energy Authority has property to the value of £30 million. To build all this, in a time when both materials and labour were short, is an achievement of which those people who were responsible can justly be proud.

We had armed ourselves with atomic weapons and retained our position as a world power and, in those few short years we had taken the lead in using the power of the atom for peaceful purposes.

Chapter III.—POWER FOR ALL

One of the most important uses to which a nuclear reactor can be put is as the steam-producing part of an electric power station. The nuclear power station has many advantages over the conventional type, and it has already been decided that, in future, only nuclear power stations will be built in Britain.

Since the industrial revolution the demand for more power has steadily increased, and in the past decade it has reached alarming proportions. The quantity of coal, and recently oil, used in power stations to meet the demand for electricity, has risen accordingly. There is a limit to the world's reserves of coal and oil, and if the present rate of increase in consumption continues, these reserves will be exhausted inside 300 years. It is estimated that by the year 2000 A.D. the amount of coal used every year will be 7,400 million tons, but the amount of coal mined will be less than half of this figure. Clearly, some new source of power is essential. Because we are a highly industrialised nation, our power needs are higher and more urgent than most nations. For these reasons, we were quick to see the possibilities of nuclear energy solving our problems.



A.J. 892. Calder Hall, June, 1957

A general view of the reactor of Calder A (right) and Calder B (left)

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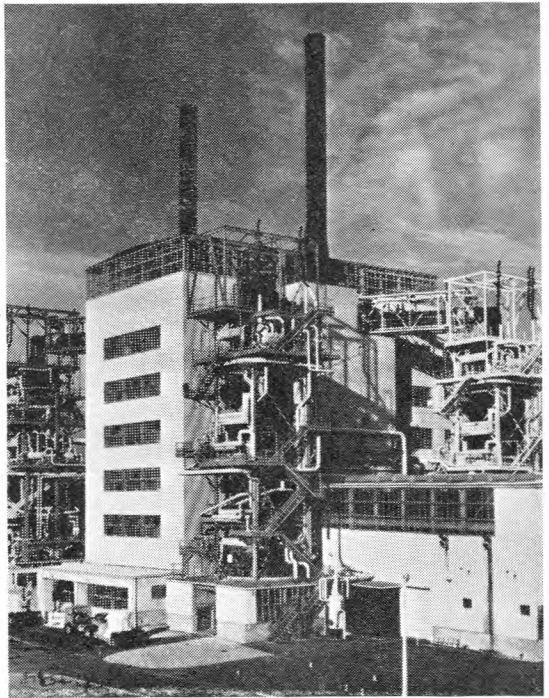
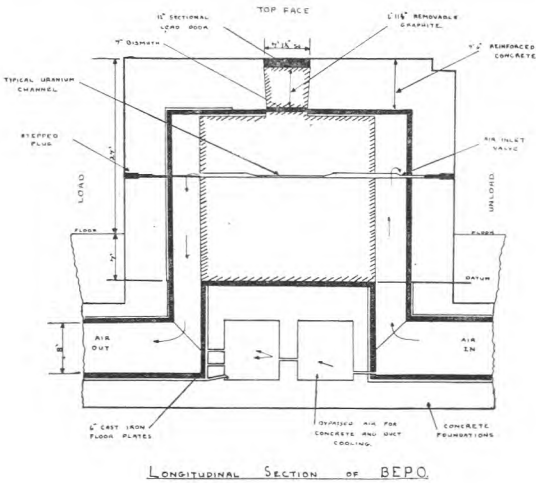
It was decided to build Britain's first nuclear power station close to the Windscale plutonium factory. The Calder Hall power station, as it was called, would be used to manufacture plutonium as well as to generate electricity.

How was Calder Hall built? How does it work? What effects, if any, will it have on the country as a whole? These are the main questions asked about the world's first nuclear power station. We know that if a certain amount of uranium 235 is gathered together, it explodes with tremendous force and releases large amounts of energy in the form of heat. A Nuclear reactor is simply an atom bomb slowed down, releasing its heat over a long period.

It was decided to build the reactors of Calder Hall similar to those at Windscale, using natural uranium as fuel and graphite as the moderator. The big difference was that, whereas the heat from the Windscale piles was drawn off by huge fans and passed to the atmosphere, the heat from the Calder reactors is used to make steam to drive electric generators.

The reactor core is basically a large mass of graphite 27 feet high and 37 feet square, with 1,800 channels 2 inches in diameter, running vertically through it. 1,700 of these channels are filled with fuel elements, while the remaining 100 contain control rods, safety devices and a wide selection of measuring instruments.

Calder Hall has shown the way and proved to the more nervous people that it is possible to operate nuclear power stations with complete safety. Such is the faith in this type of station



A close view of one of the reactor buildings at Calder Hall, showing the position of the heat exchangers

Each fuel channel contains six fuel elements or "slugs" as they are commonly known. The actual fuel is in rods about 1 inch in diameter and 40 inches long, but it is encased in a metal can. This can serves to prevent the escape of dangerous fission products and it is finned, so that when the reactor is working the heat from the fuel is passed efficiently to the cooling gas.

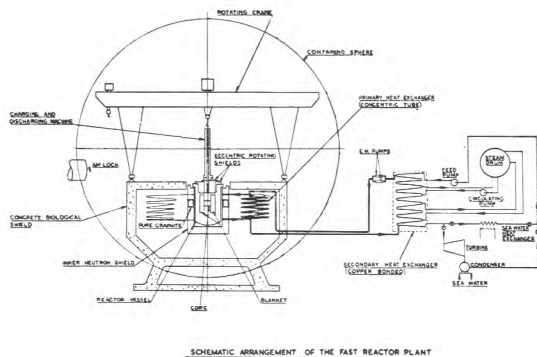
The whole core is inside a steel pressure vessel which is 71 feet high and 37 feet in diameter. Through this vessel is pumped the cooling gas which in this case is carbon dioxide. The carbon dioxide is pumped through at a pressure of 100 pounds per square inch to increase its efficiency as a heat remover. In passing through the core and over the fuel can the carbon dioxide is heated to a temperature of 336° C. Approximately one ton of carbon dioxide passes through the core every second. Large ducts in the top of the pressure vessel take the hot gas to heat exchangers, four for each reactor, inside which the steam is produced.

Each heat exchanger contains about 11 miles of steel tubing which has millions of metal studs welded on, to enlarge the heating surface. These tubes are filled with water and the hot gas passing over the tubes turns the water into steam. By the time the carbon dioxide reaches the base of the exchanger it is quite cool and fans force the gas back to the reactor. The steam is used to drive two turbo-alternators per reactor, each alternator has a maximum output of 23,000 k.w. The aim of the Calder Hall station is to feed 1,840 k.w. of electrical energy into the national grid.

that the Government has announced a plan to have a further eighteen similar stations in operation by 1965. Several of these stations are already under construction, and a station identical with Calder Hall is in operation at Chapelcross in Scotland.

The later reactors will be improved and use new techniques and fuels, as they are devised by the research teams. Plutonium and highly enriched uranium will replace the natural uranium now used. The efficiency of a nuclear power station is largely dependent on the temperature of the coolant. An increase in temperature of 40° C. of the gas entering the heat exchange, would result in a 4% increase in efficiency. The designers of future nuclear power stations will aim to make operating temperatures as high as possible.

At the present rate of development in the field of reactor design, the gas cooled, graphite moderated reactor will soon be out of date. It has the disadvantages of being large, due to the amount of fuel and moderator required, and of working at low efficiency due to the comparatively low temperature at which this type of reactor operates.



If the core could be made of pure uranium 235 or pure plutonium, no moderator would be necessary and it could be made very small. The process of extracting the small amounts of uranium 235 from natural uranium is a very costly and difficult one, but it can be done. A reactor using this pure fissile fuel is known as a "fast" reactor because it uses fast neutrons in the chain reaction and thus requires no moderator. This type of reactor, as well as being small in size, has the great advantage that, under certain conditions it produces more fuel than it uses.

If the core is surrounded by a blanket of non-fissile material such as uranium 238, some of the fission fragments caused by the chain reaction will enter the blanket and convert uranium 238 atoms into atoms of plutonium. These breeder reactors, as they are called, will bring to an end all our fuel problems.

An experimental breeder reactor has been built in Scotland, at Dounreay, and it is hoped that most of the problems and difficulties connected with this type of reactor will soon be overcome. The problem which has proved hardest to solve has been the choice of coolant. The working temperature of a fast reactor is several times that of a slow reactor, and to remove this heat quickly and efficiently, it has been found necessary to use a liquid metal as

the coolant. This in turn has brought a new set of problems, one of which is the fact that after a short while the coolant becomes extremely radio-active. This means that the fast reactor must employ two sets of heat exchangers, otherwise the turbines would also become radio-active. If for any reason, the coolant supply should fail, the whole core would vapourise, so the entire reactor at Dounreay has been enclosed in an airtight metal sphere 135 feet in diameter. In the event of an accident, this sphere will prevent the spreading of lethal, radio-active material.



A view of the experimental post reactor station Dounreay in Scotland

The designing and building of our nuclear power stations must rank among the major achievements of this age. In this method of employing nuclear power. Britain has given an example to the rest of the world.

Chapter IV. PRODUCTION OF ISOTOPES

When Joliot discovered how to produce artificial radio-isotopes, he could not possibly have imagined just how important the discovery was. He could produce only minute quantities of these isotopes because of the small radio-active sources which he had at his disposal. With the advent of the nuclear reactor, it became possible to bombard any substance with countless millions of particles simply by placing it inside a reactor.

The first full-size reactor to be built at Harwell had a number of experimental holes drilled in the concrete biological shield. About fifty of these holes are now used for the production of radio-isotopes. The material to be irradiated is enclosed in an aluminium can and rolled into one of the holes. It is left inside the reactor for periods of up to twelve months,



Remote handling of radio-active Gold 198 at Amersham. Protected by lead bricks, the operator views his actions through a lead glass window

depending upon the element used, and the required radio-active strength of the isotope. After the correct period of time, the aluminium can and its contents, now both highly radio-active, are removed from the reactor and placed in a protective lead container. Not all the atoms of the original element will have been transmuted into the required isotope, so the aluminium can and contents are sent in their lead shield to the radio-chemical centre at Amersham.

Here at Amersham the can is removed and the difficult process of separating out the required isotope begins. Most of the separation can be done by ordinary chemical means, except that all operations must be carried out behind shields which protect the chemists from the harmful effects of radiation. Some of the weaker radio-active substances such as Gold 198, can be handled by operators using tongs and with their arms protected by polythene. Cobalt 60 is one of the most radio-active isotopes and can only be handled from behind a wall of lead or concrete several feet thick. The chemists use remote-controlled mechanical

“hands,” viewing the operation through tanks of dense, clear liquid.

A trained operator can perform the most intricate manoeuvres with bottles and test tubes. Accidents involving highly dangerous and often very expensive radio-isotopes are rare indeed. It is even possible to perform machine shop practices, such as drilling, cutting, and grinding, from behind the protection of thick lead shielding.

The thickness of shielding required to protect the people who handle isotopes depends upon the type and strength of radiation emitted by the isotope. Alpha particles can be stopped by thin sheets of polythene, but beta particles require up to few inches of lead. Gamma radiation is by far the most penetrating form of radio-activity and quite often, several feet of concrete are needed to reduce it to a safe level.

All radiation is caused by unstable atoms, emitting particles of pure energy in an effort to become stable again. All atoms of the same isotope emit the same type of radiation, but there does not appear to be a set pattern to which the unstable atoms conform. That is to say, any atom can emit a particle at any time and it does not follow that, because an atom is near the surface of an isotope it will decay first. Every second, a set number of atoms will decay, and this is a measure of the isotopes radio-active strength, measured in curies. One curie is the decay of 3.7×10^{10} atoms every second.

It follows then, that half of the atoms in any amount of an isotope will decay in a certain time, and half of the remaining atoms will decay in a similar time. This time is called the half life of an isotope and it is different for every isotope. Half lives can vary from a few millionths of a second to many thousands of years.

What is it that makes these isotopes of so much use in science, medicine and industry? Primarily, the radio-active isotope of an element is chemically identical with its stable counterpart, and so it can be mixed or compounded by normal means. Its radio-activity will at once give away the position of the isotope, no matter what form it has taken.

The presence of radio-activity can be detected by geiger and scintillation counters, or by ordinary photographic plates. The scintillation counter can be made so sensitive that it will

detect the presence of only one 37 thousand millionth of a gram of radio-active material. These two factors make the radio-isotope one of the most useful and versatile tools in industry.



A.J. 689. MASTER SLAVE

Mr. R. A. G. Welsher (Remote Handling Group, A.E.R.E. Harwell) operating a pair of "Master-Slave" manipulators; this device has a "grab" inside a highly radioactive area which is mechanically controlled by the operator's hand movements in a "grip" outside the protective shielding surrounding the highly active interior. The operator is able to see into the area through a "window" in the concrete shield; the window is a tank of solution having the same density, and hence protective efficiency, as concrete

There is an isotope to meet almost every requirement in industry, science and medicine. Today, many industries make use of isotopes which has resulted in an annual saving of several million pounds.

Chapter V.—ISOTOPES AT WORK

The uses to which radio-isotopes can be put are almost unlimited. Radio activity is not affected by pressure, temperature or the physical

condition of the isotope. This means that the isotope can be used in a solid, liquid or gaseous form and makes its applications very flexible indeed.

One of the main ways of using radio-isotopes is as a "tracer." This means that a small amount of an isotope is added to a large quantity of material, the movements of the isotope can be followed with a suitable detecting instrument. A good example of the role of a radio-active tracer is given by a firm making fertiliser.

They wished to test the efficiency of their mixing machines, and so they added a few ounces of radio-active phosphorus 32, to several tons of ingredients in the mixer. By taking samples from sacks of the finished product and testing them for radio-activity, it was possible to see that the mixers were not working properly and alterations were made accordingly. As the half-life of phosphorus 32 is only 14 days, the radio-activity had dropped to a harmless level before the fertiliser was marketed.

Another example of isotopes used as tracers is in the detection of leaks in water and gas mains. When a leak occurs, a small quantity of an isotope is mixed with the water or gas and pumped along the pipe. Some of the water contaminated with isotope will leak out into the earth, where the concentration of radio-activity can quickly be detected and the leak repaired. This method saves time and money as needless excavation is avoided.

Hospitals find many uses for radio-active tracers with fairly short half-lives. One such use is as a check on the thyroid gland in the throat. A small quantity of radio-iodine is injected into the patient's bloodstream. By measuring the rate at which the thyroid gland absorbs the iodine, doctors can tell at once if the gland is working correctly. Before isotopes were available, a certain amount of guesswork was necessary in the diagnosis of thyroid troubles.

Another process which can now be studied with the aid of radio-isotopes is that of photosynthesis in plants. Radio-active mineral compounds are fed to plants with their normal food and are absorbed by the roots. If a photographic plate is placed near the plant, the movements of the radio-active compounds within the plant will be traced out on the plate. In this way, it is possible to see exactly what happens to the food after it has been taken in by the plant.

These are but a few examples of the uses to which radio-isotopes can be put as tracers. More and more uses are being found every day as interest grows in this novel tool.

In the previous cases the isotope actually took part in the processes being investigated. The second main use of isotopes is a source of pure radiation. Once more these isotopes are finding many uses in most branches of science and industry.

One application of a radiation source in industry is as a thickness gauge. An isotope with a long half-life is placed on one side of a substance to be measured and a radiation counter is put on the opposite side. The amount by which the radiation is decreased in passing through the material is directly proportioned to the thickness of the material. This type of gauge is particularly useful for measuring materials which are manufactured in continuous strips, such as steel and plastics. Gauges working on a similar principle are used for checking the contents of tubes and cartons. If the level of the contents falls below a certain value, the gauge automatically rejects the packages and gives a warning to an operator, who can make adjustments to the filling machine.

In the field of medicine, radio-isotopes have some of their most important uses. Radiation, if it is not suitably screened, can cause death by its action of destroying the living cells in the body. This property of radiation, if it is carefully controlled can be turned against man's greatest enemy—cancer. Isotopes which emit very strong gamma radiation, such as Cobalt 60 and Caesium 137, can be used to destroy cancerous tissue. The radiation from a cobalt or caesium source is concentrated into a narrow beam which is played upon the parts of the body affected by cancer.

This power to destroy living organisms makes isotopes useful as sterilising agents. Surgical instruments and dressings, and a whole range of heat sensitive drugs can be sterilised far better by this method, than by heat treatment.

Sources of radiation find many uses in agriculture and its associated concerns. Meat and vegetables can be safely stored, without deep freezing, after the bacteria have been killed off by radiation.

The effect of radiation on plants is often

beneficial. It produces mutations which sometimes result in an improved strain of the original plant. Experiments with beans and mustard seeds have proved very successful, the new strains being more productive and they have a greater resistance against disease. Normally, the mutations are caused by the chance event of cosmic rays from outer space, striking the plant at just the right time.

This is just a cross-section of the many uses to which radio-isotopes are being put. The scope for future development is practically unlimited and new ideas are being put into practice almost every day. Isotopes should not be regarded as remote and mysterious, because they affect us all in some way. The packet of soap powder in the kitchen, and the tube of toothpaste in the bathroom, have both probably been checked by isotopes. The invisible radiation emitted by isotopes is performing wonders, and who knows, one day it might even save your life.

CONCLUSION.

The meteoric rise of atomic energy as a force to be reckoned with, has brought a great many new problems to an already troubled world. The first releases of atomic energy caused the destruction of two cities, and we now have a more terrible weapon, which could wipe all vestige of life from the face of the earth. The mere existence of such a weapon should be enough to chase all thoughts of a future war from our minds.

With the power of the atom working for us and not against us, the future could be very bright indeed. One can only guess at what the earth will look like in two or three hundred years' time.

The Sahara Desert and other great non-productive areas of the world have been irrigated, with water distilled from the sea by great nuclear boilers. The face of the earth has been altered to meet the requirements of mankind.

Or will the earth be a desolate, radio-active waste of sand and rock? A silent, inhospitable world, destined forever to circle the sun as a monument to man's folly.

Let us hope that the people, in whose hands rests the fate of the world, will think carefully and act wisely. There will be no second chance.

R.A.F. LOCKING - ADMINISTRATIVE WING

INTRODUCTION.

Administration may be defined as the arrangement and use of resources, both personnel and material, to achieve an aim. It will be clear from this definition that administration cannot be an end in itself. It must have an aim and this is for the Commander to decide. The job of the administrator is to arrange and use the resources at his disposal to achieve the Commander's aim.

To those of you who know your Manual of Administration, the opening paragraph will strike a familiar note, but to the vast majority, administration generally presents a dull picture and a necessary application of routine regulations.

However, there is much more to it than that, and more often than not the achieving of the

Commander's aim brings with it excitement, adventure and a real sense of achievement.

In any week to feed, clothe and house the large family at Locking in such a way that all our efforts are reflected in the many successes that come our way is reward enough.

Without the efforts of Admin. Wing, the other members of the "family," namely Nos. 1 Wing, 3 Wing and Training Wing could not accomplish their main task and in that sense S.H.Q. and all that it implies ensures the smooth running of a most complex organisation.

It is quite impossible to cover every phase of the organisation in a short article, but a swift thumbnail sketch of the main section of Admin. Wing will at least remove some misunderstandings from the more suspicious minds.



Officer Commanding Administrative Wing

What does the Wing Commander "A" do? As our American friends would say: "That is a good question." The magic letter "A" stands for Administration, which, as we all know, is a fairly general term.

So far as Royal Air Force Locking is concerned, it means that the Officer Commanding the Administrative Wing is responsible to the Commandant for the efficiency and general well-being of the Station as a whole in the contribution it makes to the very high graduation standard required both from the Aircraft Apprentices and Airmen Trainees.

In this connection it means being concerned in the housing and feeding of over 2,000 men and Aircraft Apprentices; that they are properly clothed, that their medical and dentals needs are

cared for, that their general education is not forgotten, that adequate accommodation exists for their many activities, both spiritual and material, that their records are properly kept, that the bedding is changed at the right times, that they go on leave, that playing fields are available and properly kept, and so on, ad infinitum.

In other words, he takes all the kicks and gets very little ha'pence. He is found in the inner sanctum of Station Headquarters, where, oddly enough, his door is always open as an invitation to all to bring their problems for airing and possible solution.

A more than full-time job, sometimes on the lunatic fringe, but as "Wingco 'A'" himself would say—"very worth while."

Station Administrative Officer

The Station Administrative Officer has a wonderful collection of jobs—some take him out of his office, some keep him in—so that he always has an excuse to be somewhere else. Who could wish for a better post?

His job is basically the physical comfort and welfare of all personnel on the Station, so that besides fussing about barrack rooms and classrooms, he also takes a keen interest in the food (as President of the Station Messing Committee) and in sport and general welfare (as P.S.I. and Chairman of the Station Committee).

One of his many headaches is the planning and development of the future R.A.F. Locking. His office is littered with various schemes which have been formulated, agreed and then disagreed over the past three and a half years, but although construction work has not yet started, it is hoped that in the near future we shall see the beginning of the rebuilding programme in the Apprentices Wing. The first buildings to go up will be barrack blocks, to be followed later by a new Mess. Over a period of years R.A.F. Locking will become a really attractive station, with its modern buildings, a running track and more married quarters. The Locking of 1965 should be quite different from the Locking of 1960, and (judging by the alterations in the past few years) quite different from the future development plans, too! Eventually all the wooden huts will disappear to be replaced by permanent buildings. And the cost? Millions of pounds. As an example, one apprentice barrack block to house 80 boys, costs about £30,000; on top of that we need messes, clubs,

education and hobbies centres, a men's wing, sick quarters, sergeants' and officers' messing and even eventually, a new Station Headquarters. The Station Administrative Officer of the day will then be able to sit in his office in luxury and have no fear that the floor of the huts in the Apprentice lines will collapse, or that the next heavy storm will flood the huts in the Men's Wing.

For all its headaches, the Station Administrative Officer's job is quite interesting, for hardly a thing can happen without his being involved in it somewhere. He's the man who gets blamed for:

- (1) The Tannoy loud speaker being serviceable at Reveille and unserviceable when there's a more important announcement missed).
- 2.) The coldness of the huted classrooms in winter.
- (3) The warmness of the training blocks in summer.
- (4) The delay in getting the barrack damages put right.
- (5) The queues at meal times.
- (6) The lack of a bus just when you want it 1400 hours on a sports afternoon?).
- (7) The cinema being closed at the wrong time and everything else which goes wrong.

No wonder he needs a sense of humour!

The Catering Section

The Catering Section, which also forms part of Administrative Wing, is responsible for providing all Corporals and Airmen who live on the Station with a varied, adequate and well balanced diet.

Some 7,000 main meals are prepared each day, and this is accomplished in three large kitchens, each with its own dining halls. Menus are prepared by the Catering Officer, who submits them for approval to the Messing Commit-

tee. On this Committee sit representatives of all who feed on the Station, and in this way airmen can express their choice and offer suggestions of what they wish to be included in future menus.

A wide choice is offered at all meals. Lunch, which is usually considered the main meal of the day, offers at least twelve choices of both main dish and pudding. Wastage is very small, which says much for the cooking and presentation, and more for the very healthy appetites of Apprentices and young Airmen!

In addition to the three large kitchens which are in nearly all respects self-contained, a Butcher's Shop and a Food Production Centre centralise the preparation of meats and confectionery. The "Food Factory," as it is called, is worthy of comment, for here, using modern machinery, are made over 12,000 cakes of many

varieties, slab cake, puff pastry and bread rolls each week.

To cater for those who may require special diets, a small but efficient kitchen operates in Station Sick Quarters, and Catering personnel are also employed in both Officers' and Sergeants' Messes.

As can well be imagined, large quantities of foodstuffs are consumed on a Station such as this. Just how much can be seen from the weekly 3,000 loaves, 2½ tons of meat, 1,300 doz. eggs and 7 tons of potatoes, to mention just a few items. A housewife's nightmare? Perhaps, but the Catering Officer, surely the envy of all small boys, has the task of spending over £130,000 a year on food alone to provide a standard of catering worthy of the Royal Air Force of today.

Dental Section

The Dental Branch of the Royal Air Force does not "establish" dental officers on Air Force Stations but allocates them direct from Air Ministry to the Stations that need them most. It is their policy to try to maintain at least two dental officers on Stations where there are Apprentices and so ensure that all the junior members of our future Air Force will receive instruction, advice and treatment at the earliest possible moment in their careers.

At Locking, each new entry is shown a film on the care of their teeth, and a short explanatory talk is given by a dental officer.

The entry next reports to the Dental Centre for charting, and the exact location of any fillings, missing teeth, dentures, etc. is marked on a form that will accompany the individual wherever he goes throughout his service career.

Immediately after charting each member is given an appointment, and all the necessary treatment is afforded to make each individual dentally fit. Once fit, patients are advised to

report to the Dental Centre for further inspections, at least twice a year, throughout the whole of their Service careers.

A slight idea of the work involved can be gleaned by looking at the statistics of a recent entry.

Out of a total of 188 apprentices, the following treatment was found to be necessary and completed:

Fillings	548
Extractions	61
Dentures	3
Scaling	70

At five Royal Air Force Hospitals throughout the country Specialist Dental Officers are stationed, and any form of treatment that cannot be carried out in a normal dental centre is referred to them. There is no treatment that can be given in civilian life that cannot also be undertaken by the Royal Air Force Dental Branch.

The Station Equipment Section

1. This important section of the Station organisation comprises three officers and some sixty airmen and civilians. Many of the latter have served with the section since the Station was opened more than twenty years ago, and together provide a veritable fount of knowledge.

2. The section has a wide range of responsibilities which includes the initial kitting of aircraft apprentices, the supply of all types of fuel for central heating and cooking purposes, and the provision of domestic services ranging from footwear repairs to chimney sweeping. In addition, it acts in a "parenting" capacity for certain supply services to Somerset Wing Air Training Corps, Hillfield School C.C.F., No. 621 Gliding School and No. 9 Group, Royal Observer Corps.

3. The main function of the section is, of course, to provide all the equipment necessary for the efficient operation of the Station and to ensure that resources are distributed and utilised with due regard for economy. This

calls for a detailed accounting system which, whilst often unpopular, is a very necessary evil, and the Senior Equipment Officer is required to exercise strict control in order to avoid waste or extravagance. It may not be generally known that every single transaction within the Equipment Section is subject to the close scrutiny of Air Ministry auditors, and there is very little which escapes their practised eye.

4. Earlier this year, a modified form of "Forward Supply" Scheme was introduced to cover the Station's technical requirements, and the day-to-day needs of recognised flight lock-ups are now being automatically "topped-up" to prescribed levels without any demand action. This Station has been selected for the introduction of mechanised stock recording, and the machine is due to be installed in June. Tradition dies hard, but the march of progress cannot be impeded and efficiency is always uppermost in the minds of those responsible for supply services.

Accounts Section

Unwept, unhonoured and unsung, tucked away at the rear of the Station Headquarters building, is the Accounts Section, to many the most essential section on the Station. What would happen if no pay was disbursed, all the Forms 1711, and all the claims for assisted travel deposited in the wastepaper basket and no cash paid?

Many are the bleats, but within the terms of Queen's Regulations and Air Council Instructions and the many other diverse publications to which reference has to be made, the Accounts Section strives to ensure that just dues are disbursed at the appropriate time.

What do those serious, and perhaps to many miserable-looking men, whose words "restricted pay," or "not admissable" strike gloom into

the heart of some, do in their leisure time? Do they laugh and play like normal men, or do they dolefully seek for ways by means of which they can save the taxpayers' money?

All may rest assured that they do laugh and play like other men.

Over the course of the years those men of the Accounts Section, who push their pens creating ever reducing balances, have produced many an outstanding player in their respective sports.

Soccer, rigger, hockey, cricket, tennis, boxing, golf, athletics and now motor rallying. At one time or another since the Station opened in 1909, Accounts personnel have been in Station teams.

No fewer than five of the Accounts staff are or have been members of the Locking Motor Club. In the recent Jack Frost Rally, organised by the Forces Motoring Club, S.A.C. Pakeman, S.A.C. Ronlayne and S.A.C. Burrige, all of the Accounts Section, entered as a team in Pakeman's Renault "Dauphine," and gained third place. No mean achievement against such opposition.

In Athletics in the Far East, Cpl. McFarlane represented the Combined Services in the Long Jump and the Hop, Step and Jump.

There has been a considerable turnover of personnel of the Accounts Section recently. Of those who have left us S.A.C. Stephenson, who was a keen golfer, had played for the Station; whilst S.A.C. Smart was a consistent table tennis player for the Station.

What of the older members of the staff? In their time they, too, have played their part.

Sgt. White has played hockey for both Bomber Command and Flying Training Command. Flt. Sgt. Smith has represented Station soccer, not to mention baseball.

In earlier days, Flt. Lt. Clarkson has excelled in many different fields. He represented the Iraq Command at boxing, soccer and hockey. Sqd. Ldr. Chancellor played rugby for the Far East Command, and has played for the Combined Navy and H.A.F., whilst in Singapore. Locking has been this officer's second home, having served on the Station on four different postings. During that time he has played rugby, hockey, cricket and tennis for the Station. He first played rugby for the Station in 1939, and was still a regular player in 1950.

It must be agreed the accounts "wallahs" are human and must not be judged too harshly when they say "nothing doing," for they are only doing what the regulations say must be done.

The Guardroom

For most arrivals the first impression of life at No. 1 Radio School is conditioned by the well-kept gardens around the Station Guardroom, and the assistance and advice given by the Station Police, led by that smiling Irishman, Flight Sergeant Hamill. He controls his section with a friendly but firm hand, and has always said that his job, and that of the other Police, is not to apprehend offenders, but by their example, assistance and advice to prevent crime.

There are many new arrivals on the Guardroom staff, but some of the old hands are well-known, in particular Corporal Flynn, who created a record as goal-keeper for S.H.Q. in the Inter-Section Soccer. It is said that the referee required a tally-card to keep count of the number of times that the ball went past him into the net.

The Section is controlled by the Station Adjutant, Flight Lieutenant W. G. Winter, who has now completed his second tour at the Radio

School. The first as an apprentice with the famous "6J" entry, and the second as Station Adjutant.

The years between the two appointments have been memorable, and he recalls his first Station—Lee-on-Solent—where Sheila, the Commandant's Secretary, was a little girl in pigtails. Her father, Mr. Forsythe, was N.C.O. i/c the Orderly Room and is now, as a civilian, a prominent member of the P.3 Section. Also at that Station was Squadron Leader Longstaff who, with the Station Adjutant, were the mainstays of the Lee-on-Solent Rugby team.

The Section is a very happy one and the spirit is reflected in the spotless condition of the Guardroom and the cells.

Yes—there are cells for the occasional offender, but "No more, please," says the Flight Sergeant. "My cells are the best kept in the Royal Air Force and that's just how I want them—as show pieces only."

MASERS—A SURVEY

Flt. Lt. D. R. McCall, B.Sc., A.Inst. P., A.M. Brit. R.E., Member I.R.E. (U.S.A.).

THE name "Maser" is derived from the initial letters of the word forming the term, "Micro-wave Amplification by Stimulated Emission of Radiation." The maser device has been described as providing a major break through in the technique of low noise amplification and gives a very interesting bridge between the realm of solid state electronics and u.h.f. engineering.

It is a well-known physical fact that certain arrangements of molecules or of atoms within a molecule or of electrons within an atom, are capable of having various degrees of energy, or existing in various energy levels. Masers are composed of specially selected materials which have energy levels suitably separated so that the radiation associated with them lies in the microwave region (3,000-30,000 Mc/s).

Einstein, in 1917, dealt with the subject of "stimulated emission." By irradiating some materials with suitably chosen radiation, further radiation with the same phase and frequency can be released; this is called "coherent stimulation." In order to get materials to radiate energy, they must first be supplied with the energy; this process is given the name "pumping" in this particular field of activity. Molecules, atoms or sub-atomic particles, such as electrons, are raised by this pumping technique, to an energy level above their normal; when they revert to the normal state by stimulation, the radiation is released coherently. The relation between the frequency of radiation (f) and the energy difference (ΔE) between the states, is given in terms of Planck's constant (h):—

$$hf = \Delta E.$$

This equation gives the basis of the quantum theory; that is the fact that energy goes in definite packets and that once a value of energy difference ΔE exists, for a certain material, then the frequency is fixed in terms of the constant h . This constancy of frequency, tied to energy levels of matter in various forms, means that the frequency is fixed to a fundamental characteristic of nature. For instance, a particular frequency derived from the ammonia maser can be given to the incredible degree of accuracy of

23, 870, 129, 420 c/s and this is the basis of the "atomic clock" or ammonia primary frequency standard.

Other applications of maser technique are used in spectroscopy, for the analysis of the structure of materials; for use as low noise amplifiers in radio astronomy and satellite tracking work and in the realm of a revolutionary improvement in long range radar.

In 1951, Townes of the U.S.A. proposed a maser amplifier involving a two-level transition; in 1956 Bloembergen, also of the U.S.A., proposed a three-level maser device.

In this later device, there exists three suitable electron energy levels, which we call E_1 , E_2 and E_3 in ascending order of energy. A frequency f_{13} pumps electrons from E_1 to E_3 , so that many electrons are in the upper excited state. A small amount of external energy at a frequency f_{23} , stimulates a lot of the excited electrons to fall from state E_3 to E_2 , thus releasing an increased amount of coherent radiation at frequency f_{23} .

The ammonia maser works on a two-level transition; the single nitrogen atom jumping from one side to the other of the plane containing its three associated hydrogen atoms arranged in a triangular distribution. To get ammonia excited it is usually heated.

To get satisfactory electron operation with a three-level maser, use is made of materials exhibiting EPR (electron paramagnetic resonance). Under the influence of a strong external magnetic field the number of possible transi-

tions become very large (the so-called fine line spectrum), and by adjusting the field strength it is possible to get such small differences between different values of radiated frequency, that the maser becomes "tunable."

The Royal Radar Establishment is currently using two types of EPR crystals; one, pink ruby and the other potassium chromicyanide. In

order to keep electrons, in these crystals, as long as possible in their upper excited state, it is necessary to reduce the temperature of the crystals and their associated microwave cavity holders to a very low level, such as that of liquid nitrogen (about 77° above absolute zero) or of liquid helium (about 4° above absolute zero). Complications such as the external magnetic field and the complex low temperature set-up involved, greatly detract from wider use of maser technique at present; they are, therefore, confined to the few certain special uses, given before. Nevertheless, the advantages obtained from the signal/noise improvement associated with the coherency of the radiation and the low temperature of operation, offer such a significant attraction for these special uses where low noise operation is imperative, that the engineer is prepared to pay for the advantages in terms of complexity.

The R.R.E. ruby maser can give a bandwidth of 1Mc/s in the X-band (about 3 cm. wavelength) with gains of up to 30db. The noise temperature of the maser system works out at about 100° above absolute zero—this compares very favourably with the noise temperature of a compatible conventional micro-

wave radar receiver which is about $2,000^{\circ}$ to $3,000^{\circ}$ above absolute zero.

Reports on the experimental use of masers, investigations of new suitable materials, extensions of the range of frequency of operation are available in a large number of journals from all parts of the world, including U.S.S.R., France, Japan and Germany. Eventually, without doubt, the device will be brought to practical field use; in many cases as previously mentioned, they are already giving a unique service in special low noise uses. For example, a report from U.S.A. in June, 1959, in the proceedings of the Institute of Radio Engineers gave details of the use of a maser device in association with U.S. Naval radio telescope to investigate the radio emissions from Venus and Jupiter.

Concluding, therefore, one can reasonably expect to see maser devices in Service and commercial use for long range radar and similar systems, within about five years, and then the horizon of the technician will have extended from the low frequency spark transmissions of World War I to the microwave spectrum of the maser.



Note on the Author

MAJOR REIBOLD joined the German Air Force in 1935 as a volunteer. He went first of all to an Infantry Division, where he was given basic military training, and followed this by specialised training with a Signals Squadron. In 1937 he became a Cadet and went on a Signals Course at the Radio and Technical School in Halle/Saale. After completing a course at the Air Force Officers' School in Fürstenfeldbruck, he was commissioned in 1939. At the beginning of the war he became an instructor at a Cadet School and was then posted as Signals Officer, in which capacity he served in Greece, Crete, Russia, France and Italy.

At the end of the Second World War he became a P.O.W. in Northern Germany and was discharged in September, 1945. He then took control of his father's business in a small town near Frankfurt/Main until 1956, when he re-joined the German Air Force with the rank of Captain. He served in an American Radio School in Southern Germany and an Italian Radio School before he came to R.A.F. Locking in 1958.



Build-Up of the German Bundeswehr

ARTICLE 6 of the North Atlantic Pact provided that, by means of security guarantees given by the Occupying Powers, the Federal Republic of Germany should be indirectly protected against attack. As a result, there arose the desire of all States adhering to the Pact that Germany should take a military share in defence, and that this share in defence should be coupled with the return of German sovereignty. The talks, which had begun in 1949, led after various setbacks to the constitution in October, 1954, of the Western European Union, and to the admission of the Federal Republic of Germany to N.A.T.O.

As part of the international obligations assumed in the spring of 1955, the Federal Republic of Germany made itself responsible for providing 12 divisions. The Federal Defence Minister's revised plans included the setting up, in the first phase, of seven divisions—3 infantry and 2 armoured divisions, one airborne division, and one mountain division. The divisional establishment consists of some 12,000 to 13,000 men.

Under the Volunteers Law, the first 6,000 volunteers took up quarters on January 20th, 1956. On April 1st, 1956, the Soldiers Law became effective, followed on July 21st, 1956, by the Obligatory Military Service Law and on December 24th, 1956, by the law concerning the length of basic military service and the total duration of army exercises. The road to the Bundeswehr build-up, and thereby the fulfilment of the obligations entered into, was thus clear.

Up to March 31st, 1958, some 20,000 conscripts were called up. Of the 10,000 conscripts called up on April 1st, 1957, some 7,000 were demobilised on March 31st, 1958, after completing their military service.

By the end of 1957, the Bundeswehr had reached a strength of about 130,000 men. Of this number, some 85,000 were in the Army, 27,000 in the Air Force, and 14,000 in the Navy. The remainder were absorbed by the territorial organisation or became home ground defence personnel.

Up to the beginning of May, 1958, three infantry divisions, four naval squadrons and two air transport squadrons had been placed under N.A.T.O. The training of the first group of German air instructors was completed in the summer of 1956. The training under German responsibility of air pilots started in mid-1957,

so that by the late summer of that year a start could be made with the establishment of active squadrons. Every month some 25 completely trained air pilots now come from the training schools. It is estimated that the Air Force will have reached its full strength by 1962.

So far as the Navy is concerned, one motor torpedo squadron, two fast mine sweeping squadrons and one harbour protection squadron of ocean, escort and minesweeping squadrons have now been established.

The German Air Force not only needs pilots but also technically trained personnel, and since in the northern part of Germany there are some British Radar sites, it is necessary to train radar fitters in order gradually to replace British personnel. The German Air Force thankfully accepted the offer to train radar fitters at R.A.F. Locking. At the beginning, in April, 1958, there were some German officers and men in British P.R. (C.R.) courses under British instructors. Afterwards, because of the German Air Force's acute shortage of English-speaking personnel, it was necessary to build up a German Technical Training Group (G.T.T.G.) with German instructors so that German officers and men could be taught in their own language. This in itself created a problem because of the lack of German instructors capable of teaching their own men by translating directly from English notes and publications. At the end of 1958 Major A. A. Reibold, having trained his own Officer staff under British instructors at Locking, began to build up the G.T.T.G., and in January, 1959, the first training course under German instructors started.

Since that time, several P.G. (C.R.) courses with German officers and men as students under German instructors have been successfully completed.

From my point of view, it is not only a very good thing for us to have the opportunity to instruct our personnel at your wonderful school, but also to get our young men into your country, among your people, to make friends and get to know one another in order to improve the understanding between our two nations. I think our common principle must be: "United we stand, divided we fall!"

With this principle firmly in mind, we hope to do our duty successfully for freedom and peace in the world.

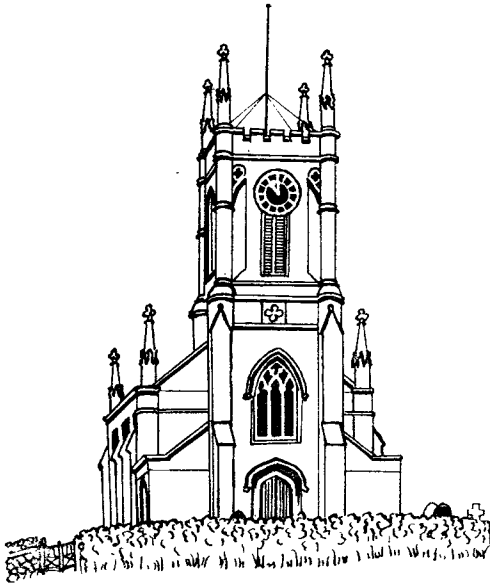
German Phrases for Guided Weapon Experts

- Guided Missile—Das Skientifiker Gessenworker
Firenkrakker.
- Rocket Engine—Firenschpitter mit smoken-und-
Schnorten.
- Liquid Rocket—Das Skwirton Jucenkind Firen-
schpitter.
- Guidance System (for Missiles).—Das Schteer-
enworke.
- Celestial Guidance—Das Schkiballische Sch-
targazen Peepenglessen mit Kom-
putenratracen Schteerenworke.
- Pre-set Guidance—Das sendon Offen mit ein
Pattenbacker und Fingeren Gek-
ressen Scateerenworke.
- Control System.—Das Pullen-und-Scheven
Worke.
- Warhead.—Das Laudenboomer.
- Nuclear Warhead—Das Earengeschplitten Lau-
denboomer.
- Hydrogen Warhead—Das Earengeschplitten
Laudenboomer mit ein Gross
Holengraund und alles Kuput.
- Direct Hit—Das Bullzsi mit Laudscheer.
- Near Miss—Das Scheerbadluken.
- Misfire—Das Schweeren.
- Infra-red Homing—Das Schteerenworke von
homensenden mit warrum Eck-
schorsten.
- Radar Homing—Das Schteerenworke von
homensenden mit Bliphlipschelis-
ten.
- Missile Engineer—Ein Kristolgazen und Hit-
termissegessenworke Mann.
- Launcher — Das Firenkrakker Upflinger-
maschine.
- Catapult Launcher—Das Firenkrakker Fuss-
pusaflinger maschine.

Research by Group Captain C. E. P. Suttle, O.B.E.



Church Notes



Church: St. George the Martyr

Church of England

Chaplains:

Reverend R. S. Meadows, B.A., L.Th., R.A.F.
 Reverend N. Williams, B.Sc., R.A.F.
 Reverend M. Ingram, R.A.F.

Sunday Services.	Hours.
Holy Communion	08.00
Holy Communion (1st Sunday in month)	10.30
Morning Service (Assembly Hall, 3 Block)	10.30
Sunday School, St. George's Church	10.30
Evensong, St. George's Church ...	18.30

Weekday Services.	Hours.
Holy Communion (Saints' Days, Thursdays and Fridays)	07.00

Other Activities.	Hours.
Choir Practice (Tuesdays)	18.00
Confirmation Class (Thursdays) ...	18.30
C.E.M.S. (1st Tuesday in month) ...	19.30
Organised Club Night (Tuesdays) ...	19.30
Bible Study (Thursdays)	19.30

Change of Staff.

Since the last Review was published, a complete change of Staff has taken place, and the writer of this article can report with detailed knowledge only of the period since September, 1959.

During that month, Padre May, after a five years' sojourn at Locking, was posted to R.A.F. Waddington, and we wish him well, as he tackled a very different sort of job on an Operational Unit. The Rev. Norman Williams arrived home from the Middle East in the early summer of 1959 and was posted here on August 6th, while the latest addition to our team, the Rev. Michael Ingram, arrived on Feb. 1st this year straight from O.C.T.U. in Jurby. He has taken Padre Harries' place, who now basks in the sunshine of Cyprus, at R.A.F. Akrotiri, and in a recent letter this notorious old "road-hog," and erstwhile leader of the Locking Motor Club, described the roads in Cyprus as "murderous," and the native drivers as "assassins"! We do, however, seriously and sincerely thank him and his wife for a very fine year's work at Locking, a charming couple who endeared themselves to all and who enriched the life of our Church in a deep and lasting way.

Sunday Worship.

With three Chaplains it has been possible to alter both the times and general pattern of our Sunday Services. Some attempt has been made to make the Morning Service in the Assembly Hall at 10.30 hours wider in its appeal to the Station as a whole. The Sunday School has also been timed for the same hour to enable parents to attend Morning Service. Response to this move has not been very encouraging thus far, as although the Sunday School has grown to about 50, no appreciable increase in the number of parents attending Church has been noted. This is a pity, for children are quick to watch points and make quite shrewd calculations at time! There is no doubt that increased support from parents here would revolutionise all our Sunday Services and help both them and everyone else who attends.

The 2nd and 3rd Year Apprentices are now allowed to attend Morning Service in mufti, all Apprentices are required to come only two Sundays per month. The Apprentices Choir, under Group Captain Suttle and Warrant Officer Webb, has come on well and done some very good work, though it still takes "Onward Christian Soldiers" to make the rafters ring!

The children's side is very promising indeed. The Sunday School is now divided into age groups, the small ones 7 and under being cared for by Mrs. Meadows and Mrs. Williams, while Padre Williams leads the others in Church, instructing by means of the famous Woodward Children's Service. Classes are also instructed by Apprentice Sunday School Teachers. A lot of preparation and thought is being put into this work and there must be many children on this Unit who would profit thereby if once linked up with us. Will parents please help us in this matter! We ought not to leave children to decide matters of religion for themselves before they have had a basis of experience and knowledge on which to base judgments.

Church of England Men's Society.

This is an organisation for deepening the spiritual life of our members and training for active participation in Church work. We have 28 members enrolled and look forward to an increase shortly. Flying Officer Wilkinson has again worked tirelessly as Chairman during the past year, and it is with regret that we anticipate his departure from the R.A.F. in the summer. He has been appointed to the post of Assistant Maths. Master at Wrekin College, Wellington, where he will be able to continue his invaluable work for the Kingdom of God amongst young men and boys.

Several trips have been made to Branches of C.E.M.S. in the district, notably Bath, Draycott and Locking, and this liaison with the Civilian Churches constitutes a source of mutual strength and encouragement.

The one change that has been made during the past year reduces the C.S.M.S. meetings here to one a month, on the first Tuesday. This has the merit of underlining the importance of the organisation, and allowing non-members to move freely in the Club Rooms on other nights and graduate to membership in due course.

Highlights.

Dec. 13th. Service to mark the Passing Out of No. 85 Entry of Apprentices, when we were privileged to have as our preacher the new Chaplain-in-Chief, the Venerable F. Cocks, who was in very good form. His predecessor, Canon Giles, is now Dean of Jersey. It is worth noting that No. 5 Regional Band, under the expert baton of Flying Officer Ponsford, is as good at playing hymns as it is at everything else.

Dec. 24th. The Midnight Communion proved a very moving service, with 51 Communicants drawn just from Married Quarters, a notable increase on previous years.

Jan. 19th. This Club night consisted of a quite hilarious debate which, however, kept to the rules—a feather in the cap of the Chairman, F.O. Wilkinson. The proposition "That this House deplores the development of Radio Communications" at such a place as Locking, was calculated to raise some laughs, and the debaters, S.L. Chapman, F.O. Gardner, F.O. McKenna and F.O. Carpenter had us all rocking! The proposition was defeated only by the casting vote of the Chairman.

Feb. 9th. The Club Room was thronged to hear Superintendent James of the Weston Police talk on his life as a Policeman. A very good talk, and some very penetrating questions afterwards which were answered to the satisfaction of all.

Feb. 23rd. The Billy Graham film "Souls in Conflict," a full feature film in colour, was shown in the Station Education Cinema to the combined C. of E. and P.M.U.B. Fellowships. A very delicate subject dealt with in a moving and effective manner.

March 7th. Once again we were privileged to welcome the Right Reverend M. A. Hodson, Bishop of Taunton, who Confirmed 28 of our men, 20 Apprentices from No. 93 Entry among them, in our Station Church. The Bishop stayed overnight and celebrated Holy Communion next morning at 07.00 hrs., when there were 50 Communicants. A total of 63 men have been Confirmed from the Station during the past year.

The two Club Rooms have been in nightly use over the period under review, and the amount of Coffee dealt with each week has amounted to the value of about £3.10.0. Belonging to the C. of E. Fellowship is thirsty work!

Renovation of St. George's Church.

Since there is little prospect of a permanent C. of E. Church being built at Locking for some considerable time, efforts in recent months have been aimed at improving our existing Church, both structurally and in the matter of interior decoration.

There are always attendant difficulties in transforming a hut into a dignified place of worship—the main pitfalls to guard against are turning the place into either a drawing room or producing a cinema effect! Thus far in our alterations we have avoided these dangers. The Sanctuary has been raised on a platform, and permission to carpet this has already been granted. Offending windows at the East end have been blocked in, while the old side door has been replaced by an entrance at the rear of the Church. The whole building has been decorated and looks very spick and span, and we now await new lighting, curtains for the windows, a new Frontal for the Altar, and a new hanging drape for the East wall, which will set the whole thing off. Colour schemes

have been very carefully studied, and the finished effect should be one of simple dignity with an absence of "fussiness."

Most of the work thus far has been met by Works Services, and grants of money from the Chaplain-in-Chief's Fund at Air Ministry, and local Church collections. There will be some finishing touches necessary, however, and for those perhaps we may appeal to our people on the Station in the course of the summer.

Similar schemes are in progress at both Halton and Cosford, and it is good to know that the Youth Schools are all concerned to provide suitable places of worship. We are tremendously encouraged here at the whole-hearted support given to us by all in authority with the St. George's venture.



Greetings to all our present and past members. Please pray that the year ahead may prove a thriving and profitable experience for the Kingdom of God. This 20th Century is developing a great challenge to the Christian Church, especially as far as young people are concerned, and there is no room for half-hearted membership if that challenge is to be met. We need conviction, inspiration and drive to withstand the various pressures! Let us all then "have at it" in the strength which He supplies.

Church of England Choir

Officer i/c: Group Captain C. E. P. Suttle, O.B.E.

THE Church of England Choir consists of a body of volunteer apprentices and exists to lead the singing at the Parade Services held in No. 3 (T) Block. This primarily involves providing a strong lead in the hymns, psalms and canticles, and it is hoped to develop a four-part T.T.B.B. ensemble who can contribute an unaccompanied motet from time to time. In order that the psalms and canticles may make the greatest impact in both their meaning and

beauty, we sing them from a modern psalter, the Oxford Psalter.

To achieve this, we need some three dozen volunteer apprentices with strong voices, preferably with some choral experience, and ability to read music. Rehearsals normally take place each Tuesday evening, in St. George's Church, at 18.00 hours, and choir members are allowed the privilege of a 36-hour pass for every consecutive six attendances to their credit.

Church of the Holy Cross

AT the close of the review of Church activities last year, I mentioned that we intended installing a new altar in our Church. This work was undertaken and completed early last May.

On Sunday, 10th May, the new Altar was solemnly blessed by the Principal Chaplain, the Rt. Rev. Mgr. P. O'Connell, O.B.E., V.G., who afterwards sang the first Solemn Mass and was assisted by a Deacon and Sub-Deacon from Downside Abbey, Father Leaky of Corpus Christi, Weston, was Master of Ceremonies. In the sanctuary were some of the neighbouring clergy and chaplains, and in the congregation the Station Commander and personnel representing the various sections of the Station. For the occasion our own choir of airmen and apprentices was augmented by some monks from Downside. After this wonderful ceremony the clergy, officers and their wives were entertained in the Officers' Mess, whilst refreshments were provided in our club for the rest of the congregation.

At the reception we were honoured by the presence of Air Commodore H. G. Leonard-Williams, C.B.E., who had just arrived that afternoon to assume command of R.A.F. Locking. May I take this opportunity to thank the Station Commandant not only for his presence on this occasion, but for all his wonderful help during this last year.

On the 1st of July, 1959, we had the pleasure of entertaining the Bishop of Clifton, the Rt. Rev. Joseph E. Rudderham, D.D., M.A. It was his first ever visit to the Station, and in the late afternoon. His Lordship having been received by the Station Commandant, took the opportunity to visit No. 3 (T) Block, and I think rather startled some of the instructors who were good enough to remain behind to show him around, by his knowledge of the technical equipment.

His Lordship then visited some families on the airmen's side, then back to call in Sick Quarters and finally to Officers' Married Quarters.

After dinner in the Officers' Mess, he attended our weekly Novena Devotions and afterwards Confirmed some twenty candidates, the ceremony closed with Solemn Benediction. His Lordship then spent some time meeting and talking with the children and their parents, and visited the club to meet more of the apprentices and airmen. He concluded his visit at the Officers' Mess. We are most grateful to His Lordship for his kindness in coming to visit us and express the hope that it won't be too long in the future before he is able to pay us a return visit.

Our weekly Novena in honour of Our Lady is as popular as ever, and the evening Mass on Fridays is also well attended.

The club is usually well attended most evenings and a big thankyou is certainly due to those voluntary workers who have kept us in supply of tea and other good things each evening and on Sundays. On several occasions we have had social evenings and these have been really good fun and well attended. We also owe a great debt of thanks to all those who subscribed to, attended or otherwise helped with our Spring Bazaar, which was a great success. During the season we formed our own football team which not only provided a healthy outlet for surplus energy, but we were also encouraged to seek competition, and I think our results are a credit to all concerned.

Church Services.

Sundays: Mass 08.00 and 09.30 hrs.
 Benediction 15.15 hrs.
 Daily Mass, 06.50 hrs. Daily
 Rosary 20.00 hrs.

Tuesday : Novena Devotions, 20.00 hrs.
 Confessions any time on request
 before or after each service on
 Fridays 19.30 hrs. Saturday
 11.15-12.00 also 17.30-18.30 hrs.

Friday : Evening Mass, 20.00 hrs.

Holy Days of Obligation : Masses 06.50,
 10.45 and 20.00 hrs.

St. Andrew's Church

Church of Scotland, Presbyterian, Methodist and United Board (Congregational and Baptist)
Churches.

Rev. Percy W. Hearn, R.A.F.

LAST year I commented that, for all its size and importance, Locking would have to rest content with only one P.M.U.B. commissioned chaplain due to manpower difficulties in our branch. It seemed for a time that I had been unduly pessimistic, for the Rev. W. M. Raw came to help us in June. Alas, his experienced and much appreciated assistance had to be withdrawn at the end of July when he was posted to Yatesbury, since when he has gone to a busy commitment at Hereford.

The year now under review has proved interesting and not without encouragement in our Church. Thirty new Church members have been received here at various times during this period, after attending communicants' classes. In addition, at least two Baptists have been received into membership at the Bristol Road Church, Weston, and another (after attending our classes) by his home Church.

There has been a gradually increasing spirit of Christian fellowship, particularly amongst the younger folk, which has shown itself in Bible classes, club activity, and especially in the Tuesday Guild, which is now well established. The Guild programmes have been varied. Films have been an attraction. The combined evenings with the C. of E. club and fellowship have been most profitable—especially the debating sessions and the Billy Graham film "Souls in Conflict," shown last February. Speakers have put us in their debt and kindled our interest in subjects ranging from the history of Weston-super Mare to Iona in Scotland, life on Christmas Island, in Norway and in the Middle and Far East. Two most stimulating talks were given on Work with the Blind and the Physically Handicapped.

Over eighty apprentices and airmen attended the Conference Public Meeting last July in Weston arranged by the Methodist R.N., Army and R.A.F. Board, and were afterwards entertained to a magnificent supper laid on by the

ladies of Victoria Methodist Church, Weston. We continue to owe much to the ministrations of the local nonconformist Churches, for our flock is widespread and not "confined to camp." We have recently formed a preaching team, which renders service in the name of Christ and the R.A.F. in smaller Churches in the Cheddar and Weston areas. On some occasions we take the whole evening congregation out to such Churches, and never fail to find a good welcome.

The Ladies' Meeting has enjoyed its sessions, and its good work. Last June, with the help of others, they organised a Summer Sale, which was opened by Mrs. H. G. Leonard-Williams. This with its stalls, refreshments and sideshows provided a pleasant afternoon and raised over £70 towards a new organ. A further effort before Christmas raised yet more money for Church and Club amenities. This year the ladies are knitting for refugees and have produced a wonderful pile of useful clothing for this worthy cause.

The electronic organ was installed in the Church last September and was dedicated by the Principal Presbyterian Chaplain—a ceremony further enhanced by the singing of a small group from Victoria Methodist Church. We have also appreciated visits from the Principal United Board and the Principal P.M.U.B. Chaplains on the occasions of combined parade services.

The new organ, the formation of a choir, and the relaxing of certain apprentice Church parade regulations, have helped to improve the character of our Sunday morning services. The Sunday School has continued to function under the direction of apprentices, and the Scripture Readers' meetings continue to meet in St. Andrew's.

The "back room" has now been brought into full use. Once a WRAF kitchen, it has

had new curtains, paint, distemper, central heating and linoleum, and is proving a most useful classroom, and we are able to exploit fully the visual aids in padres' hours and evening meetings.

We have said "Farewell" to many during the year who have contributed to the fellowship and witness of our Church, and we are grateful for their Christian example and help whilst they were here.

What of the future? A new P.M.U.B. Church to seat 200 has been sited and approved by Air Ministry. Precious as our present little hatted sanctuary is, to many a larger and better building is needed. The new one will doubtless provide a more imposing exterior and more elbow room for the congregation.

It is, however, the spirit of the people which counts for more than the building. The Church is not bricks and mortar but the company of believers. Our teaching ministry in a Radio School is rendered all the more effective by the existence of a Christian fellowship. May that typical P.M.U.B. fellowship in worship, Guild and Club continue to grow! We invite Officers, N.C.O.'s, apprentices and airmen, and members of families, who claim P.M.U.B. allegiance to support all efforts that are made to increase the effectiveness of the Christian witness in the R.A.F. For Christian character training, both moral precept and personal example are required. Let good buildings and tools for the job be backed by warm hearts and helpful hands. My thanks are due to many who have shown this kind of Christian devotion and so rendered my own task easier.



Wives Club

DURING the past year the Club membership has increased to over 100 members, which is most encouraging, even so, we would still welcome further new members.

Mrs. Leonard-Williams is the new chairman, and she and her committee have made every effort to increase the club's popularity. The aim has been to give a good, varied programme and at the same time to encourage all members to take an active part in proceedings.

The programme has included a hairdressing demonstration, cooking demonstration, Any Questions, slides of Norway, talks on a visit to Russia, chiropody, spot fashion and a dress show. Before Christmas we had a free outing to the Knightstone Theatre, Weston-super-Mare, to see the local production of "Oklahoma," a most enjoyable evening. Mrs. Reeves, the entertainment member, must be congratulated on her achievement.

The club rooms are much in use throughout the week. The club meets every other Monday night, on Tuesdays, the choir rehearses, on Wednesday evening the P.T. Class meets, and on Friday evenings a whist drive is held. Every other Thursday morning a coffee party takes place at 10.30 a.m. in aid of club funds.

This year the Club is making a determined effort to make money to replenish our funds. We plan a whole day Bring and Buy Sale on May 12th, and as a long-term money-making plan we are compiling a recipe book containing members' favourite recipe and collecting milk bottle tops and silver paper.

We can feel confident that the club is flourishing and we have had a most successful year.

The R.A.F. Locking Nursery School

THE Station Nursery School opened on 2nd November, 1959, and now caters for some 20 children between the ages of 3 and 5. The school is run by Mrs. Higgins, a trained infant school teacher, and the activities of the children include crayoning, learning nursery rhymes and

numbers; the equipment includes a Wendy house, shop, sand tray as well as toys, books, puzzles, plasticine, etc.

The object of the school is to teach the children through the medium of purposeful activities which they enjoy, introduce them to the community life of a class, train them in good habits, and thus prepare them to take their place in a Primary School when they reach the age of 5, at which they start at a considerable advantage compared with children who have had no nursery school training.

The school is open from 09.00 to 12.00 hours daily, Monday to Friday inclusive, and the weekly charge is 10/-.

1st. Locking R.A.F. Company

Captain: Mrs. Reeves. Lieutenant: Mrs. Rowley

WE are a Company of 12 Guides. Over the year from April, 1950 - March 1960, the Guides have taken and passed many proficiency badges, 2nd class, health, homemaker, cooks, needlewoman, hostess, child nurse and one Guide gained her Little House emblem.

We spent much time on outdoor activities, tracking, stalking, fire-lighting, all to help in test work; also hikes, with Guides map-reading.

Our annual Church Parade was held at Wedmore and was well attended, finishing with refreshments in the Vicarage grounds. It was a very enjoyable evening.

To help funds we held a whist drive and jumble sale, but would like to see our efforts patronised more by married families.

Church Parades are divided between C. of E., O.D. and Locking village. Parades are well attended and joined by Locking Brownies, Scouts and Cubs.

This year, 1960, is a very special year for Guides everywhere, as it is "Jubilee Year." We started off by having a special "Thinking Day" ceremony, on February 19th, joined by Locking Brownies and finishing up with camp fire, hot cocoa and sandwiches.

The Guides are helping towards Refugee Year, by knitting blankets and giving up one thing every week and putting it towards raising money.

All the Guides are very keen and hope to take part in many more activities this coming year.

The 1st. Locking R.A.F. Brownie Pack

THE first Locking Brownie Pack has been active both on and off the Station throughout the year.

Full Pack membership has been maintained and at present there is a waiting list. Two Brownies successfully completed their first-class work, and four gained second-class.

In July of last year the Pack joined with the rest of the Axbridge District in the summer revels, held at Banwell.

The annual party was held in the New Year, and a happy, if somewhat riotous, evening was enjoyed by the Pack.

1960 is the Jubilee Year of the Guide movement, so a full programme of activities is expected, both within the Pack and in conjunction with other Packs in the District.

AFTER ME GIRLS,
LET'S SHOW THEM WE CAN
MARCH LIKE MEN!



Amateur Dramatics

THIS has been a vintage year for the Society.

It began in March, 1959, with the festival-winning play "The Deep Blue Sea," effervesced into two sparkling comedies in May and October, and finally matured in March, 1960, with our finest production "Rain." The successes achieved were due to the enthusiasm and hard work of every member of the Society, from leading players to stage-hands. These efforts would not, however, have achieved so much without being skilfully blended together in each performance by producer James Tinline.

In March, 1959, Royal Air Force, Locking, received for the first time the trophy for the Command Area Competition, when our performance of Ratigan's "The Deep Blue Sea" was adjudged the best out of ten entries. Though a great responsibility rested upon the two principal players, Helen Aldwinkle and Nigel Thorne, they gave inspired performances admirably supported by James Tinline, Yvonne Nash, Colin Wilkinson, John Hill and Joan



Craigmyle. While the performance of the players was much to be admired, it is important to realise that the competition depends as much upon the choice of play and its presentation as upon individual performances. It is for this reason that the excellent teamwork and co-operation between all concerned in the production deserves the greatest praise.

After a brief respite the month of May saw the presentation of Alan Melville's witty comedy "Castle in the Air," in which he takes an opportunity to throw a few brickbats at

Socialism. The scene was the castle of the noble Earl of Lechane (James Tinline), and the play concerned his efforts to prevent it falling



into the hands of the Coal Board. Unfortunately, escaping from this difficulty led him into another—that of choosing between matrimony with his secretary (Yvonne Nash) or an American widow (Helene Aldwinkle). The cast was completed by John O'Hara as a lugubrious manservant, and Allan Taylor as a Coal Board official. The audience enjoyed the performance and gave the players ample reward for their efforts. Special praise must go to John Bonner, the stage manager, for his excellent set and back-stage organisation, and to L.A.C. Caine, the stage electrician.

The autumn continued with another comedy, but with a more sophisticated approach. For the first time Noel Coward had one of his plays produced on this Station, and it was a resounding success. The play "Relative Values" gave Coward another opportunity to mock the rigid English laws of social strata. The clash between the maid Moxie (Joyne Gardner) and her glamorous film star sister (Yvonne Nash) provided the core of the play, and despite the efforts of Felicity (Helene Aldwinkle) they parted, never to meet again, much to the relief of everyone, and to the amusement of the audience. Balance was regained and the social level restored by the family butler Crestwell (Tom Prince) leaving all the problems finally solved. The principal players received excellent support from Ken Gardner, Allan Taylor, Merle Thomas, Pat Shaw and Leonard Smith.

tion from the station to the World Refugee Year Fund.

Providing we have the support of enough singers from this station (and there must surely be many from among 1,000 apprentices, 1,000 airmen and 1,000 permanent staff and their families) our thoughts are in the direction of rehearsing for a recital of carols to be given in December, 1960 in No. 3 (T) Block, providing a carol singing party who will serenade the married quarters and Messes and collect for a charitable cause at Christmas, 1960, and attempting some choral work, perhaps "Merrie

England," or something similar, in Spring, 1961, in collaboration with our colleagues who run the dramatic activities on the station. As soon as these arrangements become firm, they will be given wide publicity.

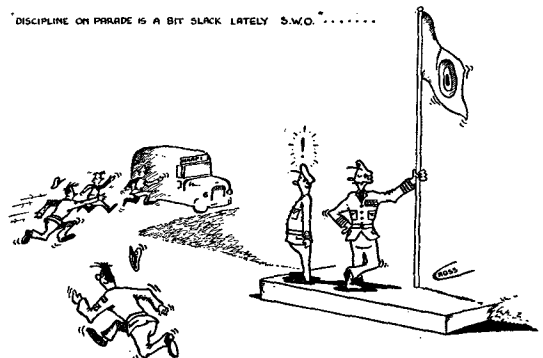
We hope for the support of more singers—some two dozen out of a population of 3,000 plus is very small and disappointing. The rehearsals are informal and in the pleasant environment of the Wives' Club (by kind permission of the President), and no one need hesitate to come along for fear they lack choral experience.

R.A.F. Locking Motoring Club

ON Monday, 13th April, 1959, 22 enthusiastic motorists met in the Conference Room to discuss the formation of a Motoring Club. Such was the keenness that there and then, under the chairmanship of Sqn. Ldr. N. Thorne, a committee was formed to further motor sports on the Station. Every month since the Club was officially recognised an event of some description has been promoted, and the turn-out has been quite encouraging.

At the outset several members had little or no experience of rallying, and the only driving tests they had ever done was to attempt to park in Weston High Street on a Saturday afternoon. Ever since taking part in Club events many have started to make their mark in events outside the Station. Royal Air Force Locking gained the distinction of being the first station to enter a team for a National event. This was the 12th Welsh National Rally in January, 1960, and the team finished 5th. The first car was driven by Padre Harries and navigated by Flt. Lt. Meats. In the second car, W.O. Good-year gained the third award, assisted by Sgt. Rook and Fg. Off. M. Legg. In the third car Cpl. Taylor and A.C. Moore crewed for S.A.C. Braburn. The Club was also represented in the Jack Frost Rally, promoted by the Forces Motoring Club. In fact, S.A.C.'s Pakeman, Burrige and Romaine finished second—a very good effort for a first attempt. Two other Club members crewed for an entry from another station.

The Committee is very active under the chairmanship of Sqn. Ldr. D. Giles, D.F.C., and the membership is now approaching 50. An ambitious programme has been planned for the coming season, and the Committee hopes to be able to attract wives and families as well as the fanatically enthusiastic husbands to partake in several of the events. Regretably, apprentices are barred from taking part in road events; however, they are welcomed to all film shows, lectures, etc., and play a useful part in officiating all events which are held on the Station.



Station Voluntary Band

SINCE the publication of the last issue of the "Locking Review," the fortunes of the Station Voluntary Band have fluctuated considerably. The band is in the invidious position of not possessing the superlative technique of its inmate, the No. 5 Regional, nor does it array itself in the opulent splendours of the Apprentice Wing Band. Nevertheless, the voluntary holds its own in respect of keenness and honest endeavour.

The continual problem associated with the Voluntary Band is the problem of numbers, and over the last few months fortunes have varied considerably. At the Commandant's Parade, held in October, 1959 the Voluntary Band with its thirty-six members was numerically stronger than the Regional; though admittedly the quality of performance was not of the same superlative standard. However, by hard work and the continual fraying of tempers, performance standards were raised to a zenith never before reached by the Voluntary. In recognition of their efforts the Band were given the pleasure of performing publicly at the August Boxing Championships and also at the Officers' Mess Dinner in January of this year.

Once again fate struck a cruel blow in the form of postings, demobilisation, etc., causing the band to dwindle to a mere dozen—a number that was inadequate to fulfil any requirement.

The task of rebuilding has begun again, but this time it is with the assistance of the No. 1 Apprentice Wing. The Commandant, and the Officer Commanding No. 1 Wing, have given

their authority and blessing for the establishment of a brass section in the Apprentice Band. As far as possible this will comprise mainly apprentices, but airmen personnel are invited to join. What it in fact entails is an amalgamation of all musicians on the Station to form one band, comprising three sections, namely, brass, pipes and trumpets and drums. It is on this sound basis that it is hoped to re-establish the Station Voluntary Band—admittedly in a new guise, but in the same spirit. It is to this end that the writer appeals to all instrumentalists to come forward and assist in the work of raising yet another organisation to the high standards of excellence always associated with this Station.

Finally, a word of thanks to all those who have assisted and encouraged the Voluntary Band; but more especially to the Commandant for the continual encouragement he has given us; the Officer Commanding No. 1 Wing, and those under his command, for the co-operation they have given in re-establishing the Voluntary Band in its new setting; to the Bandmaster of No. 5 Regional Band, for the technical assistance given so unstintingly, and the close liaison he has always maintained; and lastly, but by no means least, Sgt. Lees, who has devoted his time and energy in assisting and instructing bandsmen and in maintaining a high standard of efficiency in Hut 286.

To past and present members of the Band who have given of their leisure time so freely—Thanks for a job well done.

R.A.F. Locking Model Railway Club

THE Royal Air Force, Locking, Model Railway Club has had another successful year, thanks to the support of its members. Progress has been well maintained on the club's "OO" and "TT" gauge layouts, and finances are fairly sound.

For the information of newcomers to the Station, the R.A.F. L.M.R.C. was founded

August, 1958, to provide modelling facilities for all members of the permanent staff—service and civilian—and airmen trainees who are interested in the hobby. In addition to pure modelling, informal discussions on all aspects of railways are held on most meeting nights, and every three months, films borrowed from the British Transport Commission are shown in the Education Centre Cinema. In this latter

It was with regret that we learned that it was to be the last performance of Tom Prince at Locking, since he has given so much time and energy especially in the more difficult days four years ago when the Society was developing. His advice and companionship will be missed.

The next task facing the group was to choose an entry for the Command Drama Competition, 1960, and after much deliberation it was decided that "Rain," by John Colton and Clemence Randolph, based on a short story by Somerset Maugham, would be first choice. It is a play of high dramatic merit demanding much of the skill of players and producer, and was most suited to the cast which was available. The principal parts of Sadie Thompson and the Reverend Davidson were played by Helene Aldwinkle and Nigel Thorne with the same



forceful ability which marked their success in the previous competition. From the beginning until the end of the play the audience were kept in a state of tension and excitement, and the

whole cast received a rousing ovation at the close. It was an indication of the strength of the Society that such a large cast (fifteen) could be found in which everyone was so well able to fill their rôles. The supporting players included Yvonne Nash, Beryl Bolam, Mary Garland, Leonard Smith, Graham Fry, Clifford Bugden and Roy Salmon. In their summing-up the adjudicators found little to criticise and much to applaud, which gives us great hopes that we shall be able to retain the trophy.

Over the last year the number of members has increased, but there is always room for more. The fluctuations of Service life will be a special handicap in the coming year, as two of the longest serving members, Helen Aldwinkle and Graham Fry will be leaving after the next production. Fortunately the Society have sufficient experience to make light of these difficulties, and in the hands of producer James Tinline and officer i/c Fg. Off. M. Thomas, an equally good year lies ahead. With the possibility of an improvement in lighting facilities and an expansion of space, the Dramatic Society hopes that its productions will continue to enjoy the support of everyone on the Station.



R.A.F. Locking Singers

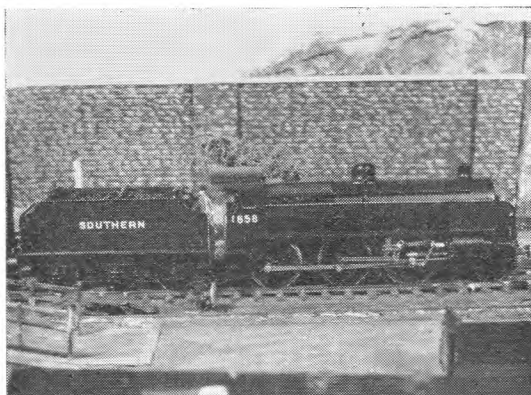
Conductor : Group Captain C. E. P. Suttle, O.B.E.

THIS body of singers grew from a suggestion of the President of the Wives' Club, Mrs. H. G. Leonard-Williams, that a choir might be formed within the Club as an activity for the benefit of those members who were interested in choral work. As autumn was approaching and Christmas was not far off, it was decided to invite male choristers from the camp and launch a four-part S.A.T.B. choral ensemble,

whose first task would be rehearse carols for performances at Christmas. As a consequence, a body of some 24 singers assembled week by week for rehearsals in the Wives' Club. On the night of Thursday, 17th December, 1959, in gale-force wind, torrential showers, thunder and lightning, the choir toured the station singing carols, as a consequence of which the sum of £14 was collected and given as a contribu-

connection, the club is indebted to the B.T.C. for the loan of many excellent films, and to the Station Education Officer, without whose willing co-operation the films could not be shown.

Unlike many model railway clubs, this one is not highly over-organised, but instead is run on an informal basis, with an officer in charge who does his best to interfere as little as possible! The more experienced members are



always willing to give help and advice to beginners, and it is emphasised that new members no matter how inexperienced, are assured of a warm welcome.

Talking of new members, the usual Service problem of postings requires the club to be always on the lookout for new faces to replace those who have departed to other stations. Remember, anyone interested in railways—live or model—is welcome to join us for a pleasant evening's relaxation once a week. Modellers interested in buying new equipment will also find that the club has certain advantages to offer its members in that direction.

The uninitiated reader of Locking Review may be curious to learn a little more about this strange animal, the Railway Enthusiast. One could write a very large book on the subject, but like all societies, etc., we have our few "queer types." Suffice it to say that most of us are average human beings indistinguishable from the man (or woman) next door, but one little bit of us has a very firm kink towards the glamour of the railway train. The enthusiast can be **broadly** divided into the following classes :—

- (a) **The Dyed-in-the-Wool Live Railway Enthusiast** who refuses to acknowledge anything remotely resembling a diesel or electric train. Model Railways are usually "not for him."
- (b) **The All-round Enthusiast** who loves all railways and is interested in (and good at) modelling. A fairly large proportion of us fall into this category, and we are usually pretty particular about the models we make or buy.
- (c) **The Model Engineer** who slavishly copies the real thing, makes everything himself down to the last nut and bolt, and usually works in live steam in gauges from 2½ to 5 inches. A rarity is this type, unfortunately.
- (d) **The Average Railway Modeller** (by far the largest in number of enthusiasts) who makes some of his models with the aid of a few bought parts, buys some commercial products which can be adapted for his use, but above all, likes his model railway to look and work like the real thing. He also likes the real thing very much, and often spends much time travelling on, and photographing same.
- (e) **The Toy Train Basher.** Usually very young but nevertheless not to be despised, for later on he often becomes one of category A, B, C or D.

To return to the R.A.F. L.M.R.C., the club-room is open for regular meetings each Tuesday evening at 19.00 hours and is located in Room 13 of the old S.H.Q., N.A.A.F.I. building near the barber's shop. For further details of our activities, contact the Officer in charge or the Secretary, whose names and telephone extension numbers can be found on the Station Monthly News Sheet.



Report on Aircraft Recognition Club

For period 24th February, 1959—30th February, 1960.

On 14th March a team of 3 + 1 reserve went to the South Kensington Science Museum to participate in the annual R.A.F. Aircraft Recognition Competition. Whilst the team did not win any cups, they did have the pleasure of beating Halton.

Owing to the present size of the clubroom, membership is limited. There are 16 members at the present moment, 11 of whom could be called regulars. Meetings are held every Tuesday evening for approximately one hour, during which times 25 or more aircraft views are flashed on a screen for times varying between one second or more down to 1/100th of a second. The club possesses a new "Flash Trainer." Discussions on all manner of aeronautical topics are also popular.

Some 25 plastic scale models are used for reference by members. They are more useful for comparing finer points in aircraft construction rather than for actually teaching recognition. Most of the club members are plastic modellers, and interests in this group vary from World War I types up to the latest in supersonic types.

One club member has completed the Gold Series of the Duke of Edinburgh's Award by doing 18 months' aircraft recognition as his hobby. Four members have successfully completed six months' hobby for the Silver Award, and of these, two are now well on the way to completing an extra year. Two have been doing an initial six months, and hope to complete this soon.

Flt. Lt. Davis, who had been officer i/c the club for the past two years, handed over to Flt. Lt. King in December. Flt. Lt. King was posted over Christmas, and Flt. Lt. Barmy took over the club in January.

In view of the keen attitude of regular members towards seeing aircraft of any type, it is hoped to arrange a trip to an aircraft manufacturing firm such as Vickers, and also to a U.S.A.F. operational base. Very few members failed to visit the Merryfield Air Display and the Farnborough Air Show last year, and it is hoped that the attendance this year will be as high.



"MAYBE THE NINE DID LOOK LIKE A SIX— BUT NO, SMITHERS, WE CANNOT SWOP A SQUADRON OF SHERMAN TANKS FOR A BOX OF 2BA BOLTS

Apprentice Athletics

THE most exciting occasion of the 1959 athletic season was on a sunny June day at Cosford, when our Youth and Junior teams were presented with the MacEwen Trophy after winning the Inter-Apprentice and Boy Entrant Schools Championship. In twenty-eight track and field events, fifteen new records were set up and a new standard of performance established for future years. Eight athletes from Locking surpassed old meeting records, and six of our own all-time records were excelled in one afternoon. In all we had nine individual champions, eight runners-up and six third places. In Youth events A/A Waddington scored a valuable double win in the Weight and Javelin, with new records in both. C/A Somerville, the team captain, won the Junior Javelin and L/A Pope won the Hurdles event, as well as breaking the old High Jump record with a bound of 5 ft. 10 ins.

The trend for the season was established early when our team won the South Western area Y.M.C.A. Senior and Intermediate Trophies at Bristol. The following week "A" Squadron had an easy victory in the Inter-Squadron Sports. Thirty-six sports day record breaking performances were turned in.

A small entry for a dismally wet Somerset Championships returned with two individual championships and nine runners-up medals. A/A Manchip won the Senior Hammer and A/A Gray triumphed in the Junior Discus.

Station Sports Day gave "C" Squadron an opportunity to turn the tables on "A" Squadron, and the best of the teams from No. 3 Wing finished third. The greatest strength of the No. 1 Wing team was in field events despite the handicap of using heavier implements in the throws.

In inter-school matches Halton and Arborfield proved too strong for us, although both matches produced excellent performances. Against Halton our field event athletics built up a useful points lead, but this was easily wiped out by Halton's supremacy on the track, where they gained first place in every event from the 100 yards to the Two Miles. Although they have much better facilities and a higher standard of local competition, the main reason for Halton's success in track races was a much tougher attitude towards training.

Our own track athletes were not without honour, however, and the best performance of the season came from L/A Hine in the 880 yards, when he broke the Wing record set seven years before by A.A. Clark (who has since won a place in the English international team). Prospects for this season are even better because the Youth records for 100 yards, 220 yards, 440 yards, One Mile and Relay were broken last year.



C/A Straughan and members of "A" Squadron Team at the conclusion of Inter-Squadron Sports Day

In local club matches the Junior team beat all-comers and the results included easy victories over Bristol Athletic Club and Westbury Harriers, which are the major West Country athletic clubs.

The highest standard in a single event came in our last match of the season, when four of our team members threw the Junior javelin over 160' and L/A O'Connell broke the Wing record with 184' 5½".

It will be difficult to surpass last season's results in 1960 and even more difficult to reach a higher standard of organisation of meetings than we enjoyed last year. Co-operation of ground staff, coaches and officials all helped the athletes to give their best, and the athletes' thanks are due in return.

Apprentice Wing Athletic Records.

The following new records were established during the 1959 season :—

Juniors.

880 yards	L/A Hine (87)	2 m. 01.0s.
High Jump	L/A Pope (84)	5' 10"
Pole Vault	L/A Chillery (87)	10' 6"
Discus	A/A Gray (90)	142' 0"
Javelin	L/A O'Connell (84)	184' 5"
Hammer	A/A Manchip (85)	140' 2"

Youths.

100 yards	A/A Davies (92)	10.5s.
220 yards	A/A Smith (90)	24.3s.
440 yards	A/A Woodford (91)	54.3s.
One Mile	A/A Evison (91)	4m. 47.2s.
Steeplechase	A/A Cawte (92)	5m. 12.4s.
Relay	Wing Team	47.6s.
Pole Vault	A/A Cawte (92)	9' 3"
Weight	A/A Waddington (91)	42' 3"
Javelin	A/A Waddington (91)	166' 3"

Off Track.

Good athletic meetings depend on good organisation and R.A.F. Locking can boast one proud record in this sense. We have more qualified athletic officials than any other single Royal Air

Force Station at the time of writing. Altogether fifteen Officers and N.C.O.'s are qualified track and field judges, with Amateur Athletic Association gradings one Grade I, nine Grade III and five Grade IV.



The Aircraft Apprentices' "Little Theatre"

ALL those who were "Appsent without Leave" on the occasion of the Apprentices' Christmas Show, presented on Tuesday and Wednesday, the 1st and 2nd December, 1959, in the Assembly Hall, missed an original production which was of a very high order.

Playing to capacity houses on both nights, the cast delighted audiences with their interpretation of Fg. Off. K. L. Gardner's most original script interspersed with devastating lyrics set to a varied collection of tunes!

The plot, which was hatched in the never-never land of No. 1 Wing, was centred on the trials and tribulations that beset a Squadron Commander and his rather nebulous adjutant. These characters were portrayed by Flt. Lt. B. Walker and Fg. Off. K. L. Gardner respectively. These officers gave outstanding performances, giving every line and every song their full value, even when beset by the most virulent spells of the witches!

The two apprentices who had made life so unbearable for their officers, were played by Aircraft Apprentices Michael Kent and "Polly" Garratt, and they must be congratulated on a most professional performance. Throughout the production these two young "hopefuls" kept a pace and enthusiasm which was a joy to see, and a great deal of the success of the show was due to their efforts.

Of course, whenever apprentices are gathered together there must always be the long-suffering N.C.O., and Aircraft Apprentice Robert Merry played this part to perfection. In spite of his efforts, both vocal and otherwise, he incurred the wrath of the witches, who took their own particular revenge on the "Voice" in true pantomime tradition. Now about these

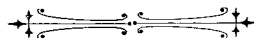
witches. They were played by Aircraft Apprentices James Jackson, Angus Hill and Paul Burns, and had to be seen to be believed. The effect of their spells were more than disastrous! Their entrances and exits, coupled with musical trios "rendered" over a fantastic range will long be remembered by all present.

If there are witches then tradition calls for fairies, and in the constant battle of good against evil, they put their spoke in in no uncertain manner. Mrs. K. L. Gardner as the Fairy Queen, led her brood ably and well, and the the fairies themselves, played by Aircraft Apprentices Bill Barber, Paul Martindale and Keith Allen enjoyed every minute of their performance.

Just for good measure and to make sure the tempo should continue fast and furious, there was Olga, the Russian spy, admirably played by Mrs. J. Aldwinckle, who lead us all to the final Court Martial, where justice was not only done, but appeared to be done!

It is not possible in a short report to mention all those who took part, either on, off or adjacent to the stage, but honours must go to the author, Flying Officer Gardner, the producer, Flight Lieutenant Walker, the Musical Director, Squadron Leader Tinline, and to all those who gave so much time, effort, energy and enthusiasm in the production of this most excellent show.

It is understood the next production is already in script form, with a most "apt" title, and as this will be in the nature of a swan song from Flying Officer Gardner, there can be no doubt that something rather special is in store for all of us at No. 1 Radio School.



Apprentices' Male Voice and Y.M.C.A. Choir

Conductor: Group Captain C. E. P. Suttle, O.B.E.

THIS choir was formed in the late autumn of 1959, and normally meets each Thursday evening in the Y.M.C.A. at 20.00 hours. The aim is to develop a four-part T.T.B.B. ensemble who learn to sing part songs for the pleasure of it, and who can make a contribution to concerts on the station. The choir was invited to lead the singing at the annual Y.M.C.A. Meeting in Bristol on 27th February 1960.

It is proposed to cease rehearsals during the summer term and resume them again in the autumn. The support of all apprentices who are interested in choral work is cordially invited. No one need fear joining because of lack of choral experience. Apprentices may care to note that this pursuit falls within the scheme of the Duke of Edinburgh's Award.

Apprentices' Music Circle

THE Music Circle meets every Tuesday evening in the Education Centre, to play records chosen from the record library of well over 300 long-playing records. Over the past year new equipment has been purchased and, at the time

of writing, is being installed in a new cabinet.

Several outside visits to concerts at the Colston Hall Bristol, and Knightstone Theatre, Weston, have been arranged, and have been well supported.

The Duke of Edinburgh's Award Scheme

APPROVED by His Royal Highness, the Duke of Edinburgh in June, 1956, the Award Scheme was developed during a three-year experimental period by selected organisations, which included the Royal Air Force Youth Schools.

In January, 1960, the restrictions on the number of organisations participating were removed, and as the Scheme became available to the youth of the country, the Locking Apprentices who had helped to pioneer the Scheme, felt justly proud of their efforts in proving the standards that had been set.

For the benefit of the uninitiated reader, a word or two in explanation.

The offer of Awards by the Duke of Edin-

burgh is an expression of his belief that all young people should be given the fullest opportunities and encouragement to live fully and make the best of their leisure. A variety of activities are embodied to which certain standards of achievement have been attached, and they provide a target to which the participant can aspire. The standards are intended to match average abilities; they are not set so as to favour only those who are naturally gifted. Effort and persistence together with encouragement to be versatile, are keynotes of the Scheme.

There are three series of tests, the Bronze—for those aged 14 years and over, the Silver—15 years; and the Gold, for those from 16 to 19 years of age.

In each series there are four sections each of a different nature of activity.

Section A: Rescue and Public Service Training.

Section B: Expedition.

Section C: Pursuit.

Section D: Physical Fitness.

In Section A the aim is to influence people to realise that as members of a community they have an obligation to others. For this purpose a candidate is required to prepare himself so that he can render to his fellow men some form of service for which he has trained. The au-

Section C demands initiative and perseverance in a pursuit or project of the individual's own choice. Here we see the Arts and Crafts practised with great success, from Dramatics to Writing, Electricity to Woodwork, and Marksmanship to Sailing.

Finally, Section D, the object of which is to provide an inducement to attain physical fitness and a positive means of measuring effort independent of personal opinion. It is not intended to find outstanding exponents of sports, but ensures an all-round physical standard capable of attainment by the average youth.



“ Duke of Edinburgh ” Expedition

thorised forms of training include First Aid, Life Saving and Fire Service training.

In Section B the aim is to provide an incentive for the latent spirit of adventure, and by so doing, develop powers of leadership and character. This Section is undoubtedly the most popular with the Locking Apprentices, in spite of the fact that an expedition can entail a hike over 50 miles in rough country carrying a 60 lb. pack.

Lastly, to Locking's record. At the time of going to press, our Apprentices have gained a total of 14 Gold and 71 Silver Awards, with a further 80 Apprentices well on the road to joining this select band. The opportunity cannot be missed to boast that at Buckingham Palace in November, 1959, of a total of 14 Gold Awards presented by His Royal Highness, 12 went to Locking Apprentices. A proud record which we hope to maintain.

Apprentices' Historical Society

OVER the past year this little-known society has taken two major steps forward. Firstly, by appointing a representative from each entry, it is intended to keep separate records of photographs, articles and press cuttings of each entry in the Apprentice Wing, in addition to the general record of the Wing kept up-to-date by the officer in charge of the Society. The 85th Entry has made a start on this scheme, and each successive entry will, I hope, do the same. If you, therefore, have any photos or articles which you feel would be of interest, have a word with either your entry representative or the officer in charge. If you have photographic negatives, we can always have prints made.

Secondly, the Historical Society has been able to provide information and photographs, which, when mounted proved useful exhibits in the recent "Life at No. 1 Radio School" Exhibition in the Museum, Weston-super-Mare. It has been rather exciting digging up old photos and trying to identify the persons on them. Thanks to many of the staff who were with the school in its Flowerdown and Cranwell days, we have been successful in most cases. However, there are still about 200 to 300 old photos which are as yet unidentified, so if you do pass on any to us remember to say who they are and when they were taken.

The Locking Apprentice Band Activities

April, 1959—March, 1960.

IN the early part of the year the Band started its rehearsals for the Royal Tournament at Earl's Court, on 17th June, 1959. This display started with a fanfare of four trumpets and continued with an intricate pattern of marching and counter-marching, finishing up in the centre of the arena facing the saluting base. The drummers played the retreat, followed by the trumpeters playing the General Salute—which was taken by a Senior Royal Air Force Officer.

A modified form of this display was carried out by the Band at several outside functions during the summer—Weston Carnival Day, 25th June, and Langport Carnival on 18th July, just to mention two.

The 8th September was a very important day in the life of one member of the Band; the

pony mascot Hamish was promoted to the rank of C.A.A. This ceremony was carried out on the parade square, and Hamish received his new badge of rank from the Commandant.

The Apprentice Band played in Weston-super-Mare for the Battle of Britain Commemoration Parade, and in October for the Freedom of Weston Anniversary Parade.

The Band was out again on Remembrance Sunday, and trumpeters sounded the Last Post and Reveille in Banwell Church.

During the year the Band provided Fanfares for the Group and other Boxing Tournaments. The present strength of the Band is 56.

Apprentices' Model Aircraft Club

1959 proved to be a very successful year for Locking aeromodellers, for, after putting up a very good show at the Command Champion-

ships in September, Robertson (86th), Phin (87th) and Harris (89th), together with Martin (88th) and Nieder (90th) who acted as pit-crew,

were selected as members of the Technical Training Command team for the R.A.F. Championships.

Throughout the year there had been constant practice in Control Line Combat flying, and this paid dividends at the R.A.F. Championships, when Phin won the Combat Event, with Robertson a close runner-up, thus giving us an R.A.F. champion for the second year running. Robertson was also narrowly beaten into second place in the "International" class team race event. Harris had to make his flights in the "Open" rubber contest in very unfavourable conditions, and was unplaced in the event.

The Locking representatives as a whole collected 40 points for Command, who finished runners-up in the Inter-Command competition; but perhaps the most pleasing outcome of the Championships was that Locking won the "Apprentice and Boy Entrant Inter-School

Shield," which has been held by Halton since its introduction in 1957.

Control line flying is the most popular aspect of aeromodelling at Locking (Apologies to occupants of O.M.Q.!) mainly due to lack of space on the station for free flying. This, however, seems to have been a good thing, as the above results indicate, because, only by concentrating on one or two events can the necessary high degree of skill and proficiency to win an R.A.F. Championship be obtained.

Unfortunately, two of the club's "stars," Phin and Robertson, will have gone before the start of the 1960 season, but it is hoped that the remaining keen modellers will maintain and, possibly, improve on the present high standard of aeromodelling at Locking.

It's never too early to start building and testing for next year's Champs., so start now!

Introduction to Sports Section



Looking back over the year and bearing in mind that we have a floating population, Locking have more than held their own in the Inter-Station and Local Competitions. As seen by the reports published by the Officer i/c the standard of performance is reasonably high, however, much more could be done, and must be done, if Locking are to excel in the field of sport.

The facilities on the Station we know are far below the standard required for the numbers involved. We need a new Gymnasium, a swimming pool, a running track, better playing fields, but most of all we need more interest from those of you who are in a position to create it. If you have no interest in sport, don't promote obstacles for those personnel who

have. Perhaps you are no longer an active performer, well, remember there is still a medical grading which has to be considered to justify your existence as a member of a fighting force; let's have the benefit of your experience by encouraging and assisting in the organisation for the younger members. Every man on the Station should be considered as a potential athlete, see that he gets out and contributes, no matter how small, on an organised games afternoon. If we all do our little bit I am quite certain the results will be most gratifying.

To all officers i/c activities on the Station and all members of representative teams, I would say "Well done," your efforts have been most appreciated.

Station Rugby Football Club

"Vis Unita Fortior."

THE Station Rugby team have scarcely warranted such an honourable title. During the early part of the season, displays of combined effort in attack and defence, permitted by weak opposition, resulted in high scoring feats. However, Command trials and representative matches, as well as ill-timed postings and injuries, slowly but surely reduced the team to a shadow of its former self, culminating in humble dismissal from the R.A.F. Cup Competition by R.A.F. Thorney Island. This undoubtedly is but a passing phase of bad fortune, and we hope to see the Rugby at Locking reach the crest it once promised.

The season has been studded with games deserving mention. The 1st XV had to wait nine matches for their first defeat, when Innsworth dealt the fatal blow during "injury time." The 2nd XV, however, gained some satisfaction from a 30-points win on an adjacent pitch. A

month later fifteen fortunate (some might query this!) 1st team players were entertained to seventy minutes of Rugby fitness and finesse at St. Luke's College, Exeter, whilst conceding 58 points. Since two creditable victories at Yatesbury, the tables have been turned by the same team on home territory. The match which caused many a grey hair was the 1st Round Cup match at R.A.F. Abingdon, when it was not until the seventy-fifth minute that a dropped goal levelled scores, and three minutes later a lung-bursting, eighty-yard sprint by the left-wing enabled entry to the 2nd round.

Apart from congratulating Jnr. Tech. Hopkins, Cpl. Morgan and S.A.C. Gittens on attaining Technical Training Command and Royal Air Force teams, all other names have been avoided. The reason becomes apparent when it is realised that so far forty people have played for the 1st XV, and sixty-seven have



represented the 2nd XV. However, the club's gratitude is extended to Flt. Lt. Drew and Flt. Lt. "Doc" Scription for their excellent services as captain, and also to Sqn. Ldr. Thorne, Flt. Lt. Thomas and Flt. Lt. Goddard for their instruction on the rules of play.

Who's in charge? Flt. Lt. Winter. We are deeply indebted to him for showing a genuine interest in the teams, giving support in good weather and bad, and for his enthusiasm off the field.

Results (to March 2nd), 1959-60.

1st XV					
P.	W.	D.	L.	For	Agst.
25	15	3	7	379	158

2nd XV					
P.	W.	D.	L.	For	Agst.
16	10	2	4	214	127

Station Soccer

LAST season, 1958-1959, ended without any League Cup or R.A.F. honours coming the way of R.A.F. Locking. Both teams were far from disgraced, however, finishing in the upper part of their respective League tables. The Second XI came very close to winning the League Charity Cup, when they were narrowly defeated, for the second year running, in the final.

This present season has produced the same enthusiasm and keen fighting for places that has been characteristic of previous years and, although the standard of play reached has frequently been very high, it has not been maintained. The normal crop of injuries, Airmen courses finishing, and that curse of week-end sport, the Station "48," have all contributed to the team's fluctuating fortunes. With three-

quarters of the season over, more than one hundred players have, at some time, represented the Station, and it says much for individual interest and skill that fine team spirits have been upheld in spite of the obvious lack of continuity.

A regular side for several weeks was :—
 Goal : Goulding, Grosvenor.
 Full Back : Shirt, Lea.
 Half-back : Griggs, Barrett, Leighton.
 Forward Line : Glen, McKenzie, Liddle, Johnson, Ross.



1st. XI v. GLASTONBURY March 12th, 1960 Station won 3-1

Back Row—Moffatt Rea Fg. Off. Goulding Plt. Off. Barrett Erskine O/i/c Flg. Off. Brown
Front Row—Bulpit Glen Liddle Johnson Barrett

The First XI are, at present, placed sixth in the Somerset Senior League, and the record to date is :—

		Goals			
P.	W.	L.	D.	For	Agst
21	11	8	8	50	42

The Station is now hoping for honours from the First XI in the League Knock-out Cup. They have won their way through to the semi-final, where they are challenging Chard Town for a place in the final.

In the R.A.F. Challenge Cup Competition, the Station had a first-class win over R.A.F. Chivenor, but unfortunately lost to R.A.F. St. Mawgan in the second round.

The Second Team started the season by winning the first two games, but then hit poor form and could only draw three of the next seven games, losing the other four. Fortunately, it was only a temporary set-back, and they have since settled down to win fourteen and draw two of the following eighteen fixtures, including friendly and Cup matches.

Present League record is:—

P.	W.	L	D.	Goals	
				For	Agst.
22	12	6	4	72	60

This prolonged good form brought its own just reward when they won that elusive Weston and District Charity Cup, defeating Winscombe 7 goals to 5 in a thrilling final. The Second XI have high hopes of repeating this achievement in the League Knock-out Cup. Having disposed of R.A.F. Apprentices in the quarter-finals, they now meet Ashcombe Rangers, whom they have beaten twice in League matches.

Some players who played regularly were:—

Goal: Flynn.

Full Back: Kavanagh (Capt.), Myles, Barbour.

Half-back: Quinn, Ritchie, Rattray, F/O Lewis.

Forward Line: Mawson, Carson, Fulton, Raby, Morriss, Crawley, Maguire, Kyle.

Individual honours have gone to J. Biggs, the Station Captain, for the greater part of the season, when he was selected for Technical Training Command and the R.A.F.

The club wishes to extend thanks to Flt.-Lt. Mayhew, W.O. Williams and the rest of the Gymnasium staff, for their co-operation in all domestic matters relating to kit, training, etc., and especially to W.O. Williams for organising the Inter-section League and Cup competitions. This is, undoubtedly, a very important aspect of Station Soccer, and it is mainly due to W.O. Williams' own efforts that such tremendous enthusiasm has been maintained throughout the year. Sgt. Smith also deserves thanks for his efficient organisation of referees for the internal soccer.

Station Cycling Club

DURING the 1959 season the Station Cycling team met with immeasurable success. Each weekend found the team competing in local Massed Start Races and Time Trials, resulting in no less than 12 team wins and 40 individual placings. Again R.A.F. events Locking drew the limelight, with Butter winning the 4,000 metre Individual Pursuit Championship for the second time, and Richardson leading the team home to win the 100 k.b. Massed Start Championship.

Due to postings, this excellent team has been disbanded, and new blood is eagerly being sought to make what is hoped to be an equally strong team this coming season. This year the club is running the R.A.F. 25-mile Road Time Trial Championship in May, and a further Road Race in mid-June. It is hoped that while we may be lacking a really strong team this season, that Locking will still be recognised in the cycling world for its race promotions.

Station Cricket

IN a magnificent summer, the cricket did not always reach the standard of the weather. By the end of the season the Station had a fairly strong team, and despite bad wickets, the team often made a reasonable score. We won the Weston Knock-out Cup for the second successive season, but we were unfortunately knocked out of the R.A.F. Cup in the first round, when the team was very weak.

The stars of the team were without doubt, Flt. Lt. Kinsey and Fg. Off. Lewis, both did fine work with the bat and the ball.

Fortunately, last season's team was made up mainly of officers and N.C.O.'s who will be available for next season, and therefore our prospects for next season are good.

Station Hockey 1959/60

THIS season has been a season of mixed fortunes. The team failed to get through one round of the R.A.F. cup competition, their best effort being a 2-2 draw with St. Athan. St. Athan won the replay 3-1. Cup failure, however, has not prevented the teams from having an enjoyable and successful season. Results for the two teams being:—

1st XI.					2nd XI.			
P.	W.	D.	L.	—	P.	W.	D.	L.
22	12	4	6	—	10	4	4	2

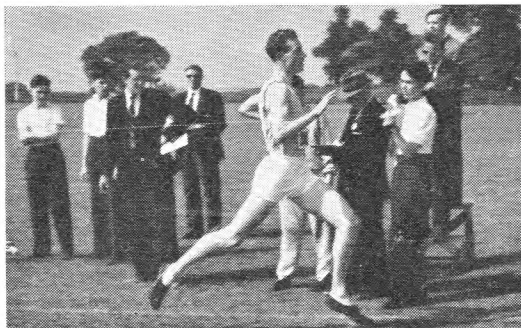
Starting the season with a full fixture list, only three fixtures have been cancelled due to interference from the weather, a vast improvement on last year. It has been very encouraging to see that the number of players has risen this year to sixty, compared with the previous year, when it was a struggle to raise two teams each week.

Generally a successful, and from the players' point of view, happy season.

Station Athletics 1959

THE Athletics season of last year was quite a successful one, on the whole, and as far as individual successes go it was a better season than 1958. At the Group championships in May, Fg. Off. Mills won the triple jump; A.C. Evans won the walk; and A.C. Taylor won the javelin: and in addition, S.A.C. Hurcum was

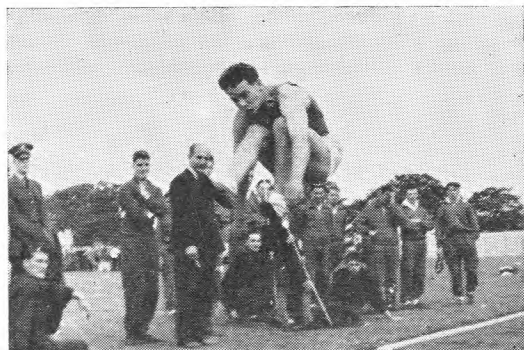
sprinter we could rely on was Fg. Off. Mills, and he was usually required for at least one of the jumps. Secondly, we were short of good second strings, particularly in the field events. Even so, we did qualify for the second round of the Inter-Station Competition, and we would probably have qualified for the final had not



L/A Hine (87) winning an 880 yd. race

second in the 880 and A.A. Crutchley was second in the long jump. All these individuals went to the Command championships, where Taylor, Evans and Crutchley all won. Evans incidentally, also represented the R.A.F. in the winter in the seven miles road walking team.

With such individuals we clearly had the makings of a good team, but it must be admitted that as a team we were not especially successful. To begin with, the only consistent



A/A Stockley (88) wins the Long Jump at the MacEwen Championship

the second round been held on the Wednesday in August on which the Station went on August grant. This meant that it was impossible to obtain reserves to fill last-minute vacancies, and we were left with no entries in either the discus or high jump, and purely token entries in the shot and the 220. We failed to qualify by two points.

Apart from the individuals already mentioned, several others played a very useful part over the season, notably Cpl. Potter, the team captain, in the mile, A.C. Wagon in the 440, and A.C. Riding in both shot and discus. Al-

together it was a season which from a team standpoint never quite lived up to its promise, but which all the same gave us some good individual performances and some close and interesting matches.

Station Cross Country 1960

THE 1960 season has been quite successful so far. It opened in warm sunshine the first week in September, with an easy victory against St. Athan and South Cerney; but of the eight who ran for the Station in that match, only two were still on the Station by Christmas, and both of those were posted at the end of January.

In terms of results, therefore, the earlier part of the season was undoubtedly the more successful. Potter, Pratt, Watson and Baldwin were all running well, and they were always well supported. In fact, on some occasions it was possible to turn out two eights, both of reasonable standard. Matches were won against Colerne, Compton Bassett, Lyneham, Yeovilton and against Army teams from Taunton and Yeovil. Indeed, the only two defeats at this time were against Melksham and Yatesbury and both of these were narrow and were reversed in later meetings.

In February we were very fortunate to have

posted to Locking Fg. Off. Reeve, an R.A.F. representative runner. He came to us just in time to compete for us in the Area Championships at Yatesbury, which he won very comfortably. Despite the fact that he was backed up by Baldwin and Checkley, who finished seventh and eighth respectively, the team did not qualify for the final, but the three of them qualified as individuals. In the final at Henlow on March 4th, Fg. Off. Reeve became the individual champion, winning by a margin of ten seconds.

All in all, the season has been fairly successful. If one has any real regret it is simply that the team as it was before Christmas never had the opportunity of proving itself in the R.A.F. championships. There is still plenty of enthusiasm, however, and we are never short of numbers. And perhaps next year the fates or the Records Office will be kind to us and all our runners will be posted in in September and out the following summer.

The Locking Golfing Society

ANY golfer or would-be golfer arriving at Locking marvels at the golfing facilities available to him. The block membership at Worlebury Golf Club offers station players full membership to the course and club-rooms, and allows them to play in the monthly competitions, the atmosphere there being a very friendly one.

1959 was a successful season in that we won eight of our twelve matches, drawing one. Our two cup matches with Worlebury resulted in honours even. The Single Cup returned to Locking for only the second time in seven years.

The outstanding success of 1959 was the winning of the No. 24 Group team championship at Knowle Golf Club. This was a fine start in that it was the first year of our entry into the Group. We were, however, very disappointed in losing the Royal Air Force Inter-Station Championship Scratch Team Challenge Cup at Wentworth last April, and we had the best team there (on paper!).

A.C. Mackie, now a Jnr. Tech. at R.A.F., Boulmer, represented Technical Training Command in the Inter-Command Knockout Championship.

In the station competitions the Medal Cup was won by Jnr. Tech. J. Thomlinson, the Bogey Cup by Jnr. Tech. T. Horton, and the Match Play Cup by W.O. Welch.

A new feature introduced last year was Block Coaching under the professional at Worlebury; this proved very successful with the beginners.

We can look forward to the 1960 season with the satisfaction of being able to offer facilities to any golfer joining the society, whether he is a scratch player, a long handicap player or a beginner. Finally, we guarantee that before the year is out, the number of Golf addicts will have increased—and what a healthy addiction it will be.

Sailing Club Activities

FOR several years there has been no sailing provided at Locking for personnel other than Apprentices.

This situation was remedied in 1959, when a small group of enthusiasts revived the R.A.F. Locking S.C., with only the private boat of the officer i/c to use.

In this several cruises were attempted during the Summer of 1959. Two cross-channel cruises to Barry Y.C. for the week-end; day trips to Watchet and to Clevedon, and several aimless sorties into the Bristol Channel were included.

In June, 1959, the P.S.I. decided to help and bought the club a "Firefly" dinghy, the class adopted by the R.A.F.S.A. and used in the Championships.

Our team trained in this boat and only one or two silly mistakes stopped Locking from winning the Command Inter-Stations Championship later, on 9-10th June, at the Welsh Harp, Hendon.

A.C.2 Mayne subsequently represented Command in the R.A.F. Championships, and Mayne and Fg. Off. Pye sailed in the R.A.F. Individual Championship, with other Locking members as crew.

Mayne represented the R.A.F. in most of the dinghy fixtures of the season, and distinguished himself in the National Championships of the "Firefly" class held in Plymouth Sound by finishing the week 6th out of some 230 competitors from all over the country and abroad.

Other members of the club raced in Open Meetings elsewhere, thus both publicising the name of the club and overcoming the lack of facilities at Locking.

The winter has been spent in overhauling and maintenance of boats, film evenings and

just "yarning" about boats, which occupations have taken up every Monday and Thursday evening since the last season closed.

During this period the club has been given the old Drawing Office as a clubhouse. It is easily adapted as a sailing club because its two sets of double doors admit dinghies, and its partition divides it suitably into a club-room and workshop.

Now plans for the new season are well advanced and many will be realised, it is hoped, by the time this article is being read.

Of these plans, the purchase of a new "Albacore" class dinghy is the first to be realised. P.S.I. again is the "fairy godmother" (if Sqn. Ldr. Bishop does not mind being so described). The boat is now on order.

The Command Fund and Nuffield Trust have been approached for two more dinghies of the same type, but so far without success.

Highlights of the season as planned so far are:

Easter Week-end: Cruise to Barry, Porthcawl and Mumbles (weather permitting).

June 26th: Thorney Island Regatta.

June 28 - 30 Command Championships.

Sept. 17 - 18: Thorney Island Regatta.

Sept. 28 - 30 R.A.F. Championships.

In addition, it is hoped to include a cruise in the Command yacht "Osterling"; a good deal of racing in the bay with the local club to which we are affiliated; training of our own members for Class "A" and "B" tickets; a match versus St. Athan; and several cruises as last year.

Riding Club



NO. 1 RADIO SCHOOL does not possess a Riding Stable of its own (apologies to Cpl. A.A. McCrackers), but it does possess a flourishing Riding Club, with excellent facilities, and upwards of twenty horses being made available by Mr. Vowles, of Weston-super-Mare.

It is now becoming a normal sight on "sports afternoons" and at the weekends, to see a dozen or so members cantering on the Sands,

or wending their way through "Weston woods."

On Saturday, 27th February 1960, six of our more experienced riders enjoyed a good day's hunting with the Weston Harriers, through the kind invitation of M.F.H. (J. A. Spring, Esq.).

It is hoped that next season, beginning in September, hunting will be made available to all competent riders, with the Banwell Fox Hounds (Captain J. W. Gwyn).



AND THIS IS THE MOST COMPLEX JOB OF ALL

Badminton



STATION BADMINTON TEAM 1960

Back Row—A/C Hockaday A/C Beacom

A/C Clennell

Front Row—Fg./Off. Gearing Flt./Lt. Meats

W/O Williams

AT the end of last season the Station team lost to St. Athan in the final of the Inter-Station competition after a hard struggle and with a depleted team. By the beginning of 1959/60 season an even weaker team lost in the first round of the same competition to Chivenor, but before long our strength built up again and

we ran through the Royal Air Force "B" Cup to finish with a convincing win over North Coates in the final by 9—1. The successful team included Flt. Lt. Meats, Fg. Off. Gearing, W.O. Williams, A. C. Hockaday, A.C. Clennel and A.C. Beacom.

Flying Officer Gearing, Sergeant Keogh and A.C. Beacom have represented the Royal Air Force, and Sergeant Keogh has also played for Somerset during the season. Colin Beacom plays for the Surrey team in the Inter-County Championship, and was one of the few Englishmen to be invited to this year's All-England Championships, where he achieved the distinction of being the last Englishman to be knocked out of the Men's Singles.

With only one exception we have won all our matches against local teams and Service units; the one exception was a hard-fought battle against Bristol, who included five County players in their team of six and won by the closest possible margin of 5-4.

In the Somerset Inter-Club Knock-Out Tournament the Families Club reached the quarter-finals where they met, and lost to, Bath. It was a repeat of the match at the semi-final stage last season, when they also beat us.

Families badminton has flourished on Wednesday evenings, and we have had the pleasure of organising six Somerset County Championship matches and the Somerset Open Championships in the Gymnasium this season.



Station Table Tennis

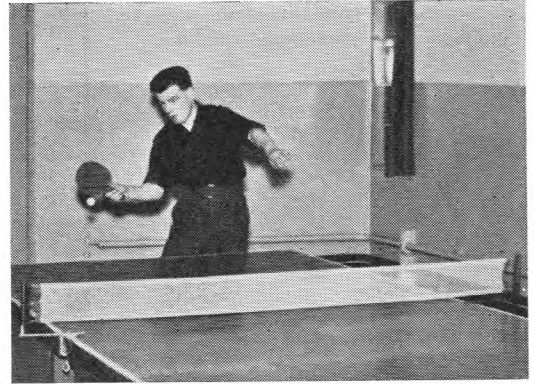
THE Station team has been entered in a local league this season, for the first time. Although the standard of play in the league is not very high, and we have completed the league programme without losing a match, a number of extremely enjoyable matches have been played. It has also been possible to give weaker members of the club some experience of match play.

In the league individual championship, A.C. White beat A.C. Petridge in the semi-finals, and went on to win the championship.

In the R.A.F. championships we reached the Area Final, where we lost 5-4 to Melksham. This was a very hard-fought match, lasting over four hours. We were 4-1 up at one stage, but lost the next four matches.

We still have an interest in the R.A.F. Individual Championships. A.C. Petridge

reached the finals at our zone of the championship at Cheltenham and will compete in the finals proper at R.A.F. Stanmore Park. A.C. White won the plate competition at Cheltenham.



The .22 Rifle and Pistol Club

1. During the early part of the season (September to December), there was an extreme shortage of consistent "good shots," although interest and enthusiasm were maintained. The complete team (with the exception of one apprentice) for the 1958/59 season, had since left the Unit.

2. In September, 1959, the R.A.F. Nobel Rifle Championship commenced, and by the final stage in December, the Locking team, comprising seven apprentices and one airman, were tying for third place.

3. The Somerset League began in November, 1959, and will finish in April, 1960. The

Locking team won their first two matches, but because of postings and inconsistent shooting on the part of the .22 enthusiasts, lost, by only a few points the following four matches.

4. On February 18th, 1960, the R.A.F. Small Bore Championship 1960 cards were sent for scoring. The Station entered four aircraft apprentices for the Rifle, and one for the Pistol Championship. A.A. Carpenter did exceptionally well and obtained a possible of 100 on each of his two cards. He was in the "Final Forty" to "shoot off" shoulder to shoulder at Uxbridge on the 12th March, 1960, and obtained a score of 197 out of a possible 200.

Station Basketball

THE Station basketball team have again had a successful season in spite of the loss of one of its best players, Sergeant T. Keogh, who was posted to Hedley Court after only five games. In the Bristol Baseball League the team were second to Bristol University and, indeed, held the lead on points average right up to the penultimate game, when they were unexpectedly beaten by Knowle Basketball Club. In the R.A.F. Inter-Station Cup the team reached the

semi-finals, in which they were beaten by R.A.F. Halton by the narrow margin of 4 pts. This was a very exciting game, the score continually changing in favour of one side and then the other. If the whistle had gone a few seconds before final time then it is reasonably safe to say the Station team would have won the cup, since Halton went on to beat R.A.F. Chessington decidedly.

The loss of Sergeant T. Keogh has been com-



Back Row—Cpl. D. Clifton (Ref) No. 11 Sgt. D. Platt No. 5 S.A.C. Needham Flt./Lt. Goddard
No. 6 Cpl. G. Brown No. 8 Cpl. E. Miller

Front Row—No. 4 S.A.C. A. Thompson No. 14 Sgt. E. Lee No. 12 S.A.C. Kemp No. 7 A.C. D. Young

Missing—No. 10 Sgt. T. Keogh No. 5 Cpl. G. Burnett A.C. D. Williams

pensated to some extent by the arrival of several good players, of these S.A.C. Miller, E. and A.C. Young, D., have shown themselves worthy of permanent team membership. Corporal G. Brown has not only been the highest point scorer this season, but has captained and coached the team with great zest and determination, and it is due to him mainly that the team have had such a successful season.

We must also bid farewell to A.C. Williams, who has played many excellent games for the team; we wish him good luck in the future.

Of the 20 games played in the League, the Station team won 18 and lost 2.

The average points per game for individual players was as follows:

Cpl. Brown 22; Cpl. Miller 7; A.C. Williams 6; Sgt. Lee 10; S.A.C. Thompson 10; Sgt. Keogh 28 (5 games only).

Sergeant D. Platt's points average is not mentioned for obvious reasons, but his ferocious defending more than compensates for his lack of points scored for the team.

On the whole the Station team may feel quite satisfied with the season's results, but they are determined to top the Bristol League and win the R.A.F. Cup next season.



Squash

THE 1959/60 season proved to be only moderately successful from the Squash point-of-view.

The new Squash Court was opened in October, 1959, and to celebrate Locking beat Melksham on the new court by 4 games to 1.

The next match, however, was the preliminary round of the R.A.F. Inter-Station Tournament. For the two previous seasons we had drawn R.A.F. Colerne away, and had been beaten 3-2. This year proved no exception and we went down, once more, 3-2 to Colerne, away.

A large number of matches with other R.A.F. Stations had to be cancelled, mainly due to our opponents' difficulties in making up teams. We did, however, manage to play a few games

against civilian clubs, but were narrowly beaten each time.

Results for the season were: Played 8; won 4; lost 4.

Our main difficulty was the inability to play a settled side, as at Christmas we lost four of the team's regular players.

For next season we have applied to join the 2nd Division of the Bristol and District Squash League, which means that most of our games will be against civilian clubs.

It also means that we must have a regular team with some good reserves. Those people keen on squash are asked to come forward when the team trials are held for next season.



The R.A.F. Escaping Society

At the end of the war the Royal Air Force Escaping Society was formed. The Chief of the Air Staff M.R.A.F., Lord Portal, became its President. Being the only Society of its kind in the world, its membership was opened to all men of the Allied and Dominions' Air Forces who successfully escaped or evaded from enemy occupied territory during World War II. The present membership is just under 400, but there are over 4,000 Honorary Members on the other side of the Channel, people who helped Allied airmen to escape.

The Society acts as a focus and an occasional means of reunion for its members; but its main object is to repay some small part of the debt it owes to its faithful friends, by giving financial and other help, especially to the widows and orphans of those who died whilst helping in France, Belgium, Holland, Italy and in the Far East.

"ESCAPE TO FREEDOM." ...

Foreword.

Flt. Lt. Beecroft joined the R.A.F. in 1940 and was posted to No. 101 Sqdn. of Bomber Command in September, 1941. In the article which follows he tells of his experiences when flying his nineteenth operational sortie with the Squadron. On returning to this country in 1942 Flt. Lt. Beecroft joined No. 256 Sqdn., night fighters, and in 1943 he served with this Squadron in Malta and later in Sicily and Italy. During the last years of the war he was employed as a test pilot.

It was the night of the 19th-20th May, 1942, and the target was Mannheim. My crew of four and I had taken off in our Wellington bomber from our base at Bourne, near Cambridge. It was a clear, moonlight night and a friendly tail wind of forty knots had sped us swiftly out over the English Channel, across France and into Germany. At 17,000 feet, with twenty miles to go, a burst of flack caught us without warning and the port engine and wing were enveloped in flames. My hand leapt to the extinguisher button and I righted the aircraft but the flames were still there, so I eased her forward into a dive. The flames gradually died away and at last I was able to level out. We had

lost 14,000 feet. I was unable to determine the extent of the damage but the aircraft was slow and difficult to handle, and I headed for home.

Soon I found it impossible to maintain height and realised that we were not going to make it. The navigator destroyed all secret documents and plotted our position and the wireless operator sent off his emergency messages. I noticed we were over a large expanse of plough and it occurred to me that I could land the aircraft wheels up, and at least we would then be all together. At 1,000 feet I began the approach, cutting the engine, and we floated gently down. The aircraft touched smoothly and with a great cloud of earth flung up around us, we slid to a stop. We were out in a flash and swiftly decided not to set fire to the aircraft as this would only attract attention and, anyway, the secret equipment had already been destroyed. We hurried into a small spinney, where we held a consultation, deciding that we must head south and get as far away as possible before dawn in three hours' time.

Using our compasses we headed straight across country, avoiding habitations until the light strengthened and we had to find somewhere to hide up. We found a wood where we lay for the whole of that day. In whispers we discussed our situation and decided that we had come down near Mézières, in the Ardennes, close to the Belgian frontier. We agreed that our best plan was to head for Switzerland, which we calculated was some 250 miles away, and took stock of our rations. They consisted of sweets, Horlicks Tablets, chocolate and salt. Our equipment comprised tiny button compasses, pocket knives and rather inadequate maps, printed on silk. Luckily, Henry, my front -gunner, had brought a safety razor and a piece of soap, and this served to keep the whole crew clean-shaven throughout the journey. Our greatest lack was suitable footwear, for we were all wearing flying boots. The soles of mine were already paper thin, and Alec, my rear-gunner was wearing a pair of very heavy electrically-heated boots.

As dusk descended, we left the refuge of our wood and headed off in a southerly direction, straight across country, away from roads. This slowed our progress considerably, but we were

fit and in good spirits and by the next dawn estimated we had covered thirty-seven miles. Walking only by night and hiding during the day, we found ourselves on the fourth day on the old Marne battlefield, where cover was sparse. Up to now, we had been well supplied with water and had kept going by drinking at streams and filling our water bottles, but now they were empty and water courses were absent. The only water we could find lay in the cart tracks, and this we were forced to drink. We became rather despondent.

The following day our meagre supplies of food were nearly exhausted and had to be supplemented. We had been told that French peasants would be almost 100 per cent friendly, and so it proved. At dawn on the sixth day we noticed a peasant ploughing his field. My navigator, whose command of French was perhaps better than my own, left the seclusion of the wood and went to speak to him. We waited with considerable trepidation, but it was evident that we had met an ally. Jack said we were to lie low until the peasant came for us, and a few hours later we were enjoying the hospitality of this wonderful French family and tucking into an enormous omelette. Later, the English-speaking schoolmaster, from a nearby village, was brought along. He had heard of our forced landing and told us of the subsequent search which the Germans had carried out, but had now abandoned. He confirmed that the French peasants would be friendly to us. We told him of our dire needs—clothing, to cover our identity, and footwear. That evening he returned with an assortment of clothing and a pair of shoes for Alec. Unfortunately it was quite impossible to equip me because of my vast size, but I cut off my overall flying suit at the waist and my blue trousers had already changed to mud-colour. We spoke of our delays in marching across open country and were advised that in the country areas the German military population was very small and that during darkness we could walk along the minor tracks with some degree of safety, only avoiding large villages and towns. The schoolmaster handed us an almanac issued by the French P.O. authorities, which bore a detailed map of the local postal area. This was of untold assistance, and later we were able to come by a series of these almanacs as we progressed towards Switzerland.

At dusk we set forth with renewed spirits, taking with us gifts of bread and sausages to

sustain us on our way. After the next four nights our bodies were becoming weaker than our spirits, and the soles of my flying boots were now completely worn through, but I made a lucky find of an old boot in a hedge and from this was able to cut pieces of leather to place inside my boots. Next dawn, another successful approach was made to a peasant in his field, this time by myself. He fed us and said we could spend the day in his hay loft where, for the first time in ten days we enjoyed a restful sleep. That evening we set forth again, supplied with food from the peasant's meagre rations. We were now feeling the effects of strain. Our feet were badly blistered and Brad, my wireless operator, was suffering from a severe attack of hay fever. Progress had slowed considerably, and we now estimated that we were only averaging twelve miles a night.

One morning, just before dawn we came upon a railway. We were on a narrow track which went under a bridge, when we were hailed from above. It was one of three German sentries. We had grown a little incautious but now, I think, we rose to the occasion. Fortunately, they could speak little French, and although they seemed eager to take us to their command post in a nearby village, we protested that as farm labourers on our way to work, any delay would make us late and we might lose our jobs. The entries were armed but we were quite prepared to set about them with the sticks which we had cut out of trees to assist our march. They were by no means of front line calibre and I think the odds of five to three rather overawed them. At last they accepted our explanation and let us go. We walked out of sight and earshot and then took to the fields and by daylight were safely in the woods. These extended for many miles and we moved in close cover for the next few days, and were much more careful from then on.

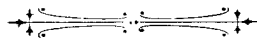
Steadily the Swiss frontier was growing nearer but we were getting very weak and Brad's health was causing us some concern. His hay fever had worsened and he was in a poor state, but he plodded bravely on. I myself was suffering from terrible nightmares—only too realistic whenever I had a chance to sleep and leaving me unrested on awakening.

It was now decided that we must make a final contact to get some information about conditions at the Swiss frontier and this we did in an isolated farmhouse.

We received a wonderful welcome from a woman and her daughter, whose husband was a prisoner of war in Germany. Our feet were bathed and new socks were provided, and our spirits rose once more. We were told that at the frontier there was a stretch of water, formed by the river Doubs, flowing in a deep ravine, and it was the least heavily guarded because of its inaccessibility. This was near La-Chaux-des-Fonds, on the Swiss side. The sides of the ravine were almost vertical but well-wooded. Gradually, we entered the forbidden zone and, moving with great caution, used every available bit of cover. We saw no-one and at last entered the ravine. We started to descend as dawn was breaking, and it was a case of each man for himself as we slithered from tree to tree down the near-vertical sides. We could see the river at the bottom, and on the other side was freedom. The descent took two hours, but at last we were at the river bank. Unhappily, our troubles were not over. It was deeper and wider than we had expected and Jack and Alec were unable to swim. No delay was possible so they made off straight away in a northerly direction in search

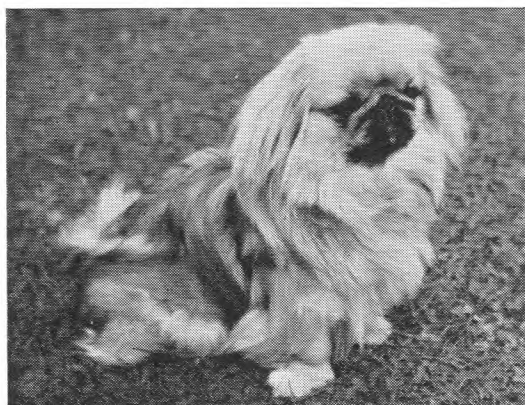
of a shallow place. Henry, Brad and I stripped off our outer clothing and as luck would have it, there was a large log floating in the river. We bundled our clothing up and I set off swimming and pushed the log in front. Half way across Henry took over, Brad was swimming along behind. I reached the Swiss bank and collapsed. Seconds later, I recovered sufficiently, only to see Brad disappearing below the surface of the water in mid-stream. It was minutes before I could stand and Henry, too, was helpless. It was a tragic end to our journey.

We learned next day that Jack and Alex were taken prisoners by the Germans, and Brad's body was later recovered and buried in Switzerland. We walked along the Swiss bank and came across a riverside café, where we gave ourselves up. We were eventually handed over to the British Legation in Berne and then moved to Geneva, from where we moved into unoccupied France on route to Marseilles. Later that week we made a rendezvous with the Royal Navy on a quiet beach and eventually arrived in Gibraltar.





Our Photographer, Mr. E. V. Wheeler, has this advice for those wishing to take their own portrait. "Just position yourself in the window, then pop outside with your camera and click - your'e in the picture!"



~~~~~  
PING TING—has Five Champions  
in her Pedigree  
~~~~~



PHOTOGRAPHIC STUDY

Flight Lieutenant W. I. Armstrong

Apprentice Rugby

THIS season has been reasonably successful so far, as can be seen from the following results:—

	P.	W.	L.	D.	Points For	Points Agst.
1st XV. ...	17	12	4	0	240	88
2nd XV ...	12	10	1	1	169	26

The highlights of the season were victories over Halton Apprentices and Arborfield Army Apprentices. The match against Halton was a very stern struggle which we finally won by 3 pts. to nil, and although the standard of play never reached very great heights, the team never relaxed for a second and thoroughly deserved their victory. The best Rugby of the season came in the Arborfield game, which we won by 16 pts. to 3.

It would be very unfair not to give a special mention of the 2nd XV whom, as can be seen from their results, have played very well to finish with the best record a 2nd XV has had for a long time. And although they have had little support they have played with great spirit in all games and have brought great credit on the school.

I do not want to mention individuals in this greatest of all team games, but I would like to say a word of thanks to both captains, L.A.A. Owen and C.A.A. King, for the work they have put in, both on and off the field.

Finally, I would like to thank all officers and N.C.O.'s who have refereed matches, and the P.F.O. and his staff, because without their help my job would have been impossible.

Apprentice Cricket

THE Summer of 1959 will not be forgotten at Locking for two reasons, the glorious summer weather and the poor cricket season. One has to go back to 1954 to record as dismal a story, suitably told by the following table:

	P.	W.	L.	D. etc.
1st XI	10	4	5	0
2nd XI	5	2	2	1
League XI ...	7	2	5	0
	1 rained off.			

Knock-out Cup: Lost in the final to R.A.F. Locking.

Six-a-Side Cup: Knocked out in the 2nd round by Parrotts.

The first match of the season for the 1st XI resulted in a thrashing by Bristol Grammar School 3rd XI, a well-balanced and practised side; and it was June 13th before the first win was recorded, a victory by 76 runs over Sidcot School.

The annual fixture against St. George's G.S., Bristol, resulted in our first defeat at their hands (or was it due to our own hands not holding catches). The game against the Army Apprentice School at Chepstow was abandoned on one of the three wet summer days.

A very strong team went to Halton, containing eight of last year's victorious team, but in spite of scoring 162 runs, Halton beat us by four wickets. It is best to draw a veil over the whole proceedings.

The season ended on a note of happiness for, by dint of hard work the final of the Weston-super-Mare and District Knock-out Cup was reached and we were beaten in that final by the Station team by the narrow margin of 8 runs. Two days later the Station team were beaten by the Apprentices by 3 runs, a fitting ending.

Colours were awarded to: C.A.A.'s Wilson, Mills, Underwood, Woodhouse, Lyttle.

Apprentice Basketball 1959-60

BEFORE looking at this season's record, it is necessary to have a brief resumé of last season's results.

Last year we entered, for the first time, the Bristol Basketball League. We had one team playing in the Junior Division, from which there is no promotion or relegation, and one team in Division II of the Senior League. Both teams fared extremely well, both won their Divisions, and the senior team thus gained promotion into Division I of the Senior League. Hence, at the beginning of the 1959-60 season we had one team in the Junior Division and one in Division I of the Senior League. In the months between the two seasons we lost, with two passing-out entries, some of our best and most experienced players. So, although our teams still consisted of above-average standard players, we couldn't really expect to equal the previous season's outstanding successes. Coupled with this it must also be remembered that our Division I team were going to have to meet teams of the calibre of our present station side, who have players of Command and even International standard.

The junior team has so far played six games and has won three; the senior team has played eleven games and won 4. The league positions at the moment are not known.

The season's highlights have been two matches, both non-league and both against Halton Apprentices. The first of these was in the Apprentices and Boy Entrants Championships, which was held in February at Halton, when Halton just managed to beat Locking by 38-36. It really was a most exciting game. A sequel to this was an equally exciting game played at Locking in the winter games series, held in March, when Locking won by 49-46.

The actual R.A.F. championships resulted in the Locking team being placed 5th out of 6 teams competing. This placing is, however, unofficial.

Mention must be made of Woodhouse and Manchip who have shared the very difficult task of captaining the senior team in its first season in the 1st Division of the League.

Apprentice Boxing 1959-60

THE second part of the Boxing season started with the Hubert Scott Points Competition, held this year at R.A.F. Cosford.

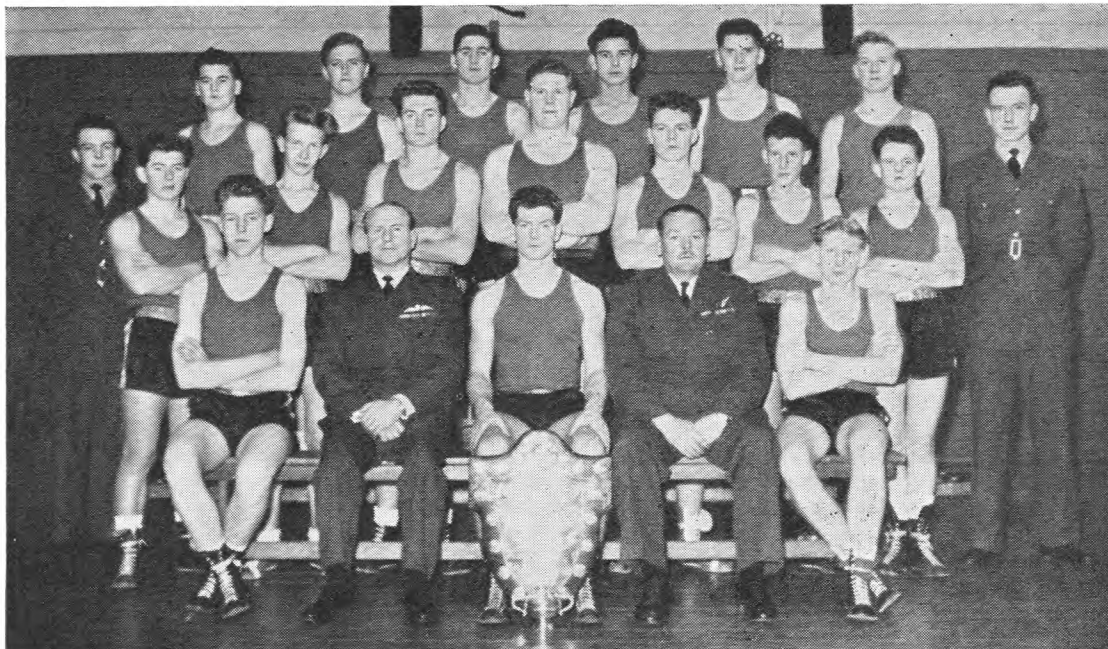
Locking had great difficulty in finding boxers in the younger age groups, and in the actual competition our three Class "A" boxers, 15-16 years, were not passed fit by the M.O. Out of a total of seven Class "B" boxers (16-17 years entered, A.A.'s Moreland and Westhead lost in the prelims. A.A.'s Blair, Baldwin and Thompson won their prelim. bouts, but lost in the Senior final. A.A.'s Walker and Woodford won their prelim. and semi-final bouts; Walker lost in the final, and Woodford won his final and became Junior Welterweight Champion.

Woodford is to be congratulated on a very fine performance, he boxed exceedingly well.

Woodford was selected to represent the Royal Air Force in the I.S.B.A. Competition, but was replaced in the team by A.A. Savoury, of R.A.F. Halton. On the same day as the Junior team arrived back from Cosford, members of the Senior team were boxing at Taunton, so a change of transport, and we were on our way again. A.A.'s Kuhle, Chillery and Gilbert of the 87th Entry, all boxed and won their bouts, Kuhle K.O.'d a R.E.M.E. private in the second round; this private, incidentally, went on to win the South Eastern Command Army Heavyweight Championship. On the 28th February, we boxed the Bournville Estate Youth Club, entering seven boxers, six of whom won their contests against some tough opposition, A.A. Gilbert, of the 87th, being given the cup for the best boxer of the evening.

Our next date was with R.A.F. Halton, on the occasion of the Halton Winter Games. Out of 17 bouts Locking won 7, losing the Class "B" part of the Competition, but winning the Senior bouts 5 to 3.

in an overall win for "B" School, mainly due to some excellent material in the new 92nd Entry, and our experienced Seniors in the 87th. Some of the new talent boded well for the coming season. Immediately after this we pre-



B Sqdn. Wing Team Inter Squadron Boxing Teams 1958

Tiny Kuhle boxed a special heavy contest under orders to make it last the three rounds; this he did and proved he could box as well as K.O. his opponents if necessary.

We carried through one fixture with the Eastleigh Boxing Club on the 21st March. We entered six boxers who all won, and Sgt. Frank Lee also boxed and won his contest. Tiny Kuhle flattened the Southern Counties heavy-weight champion in two rounds; he was no push-over, being a 15½ stone policeman. However, he made the mistake of trying to swap punches with Tiny, as yet no boxer has ever done this and remained in the upright position for long. The Eastleigh Club were very good hosts and the boys were well fed and won some good prizes. So we came to the end of the 1958-59 season on a joyful note.

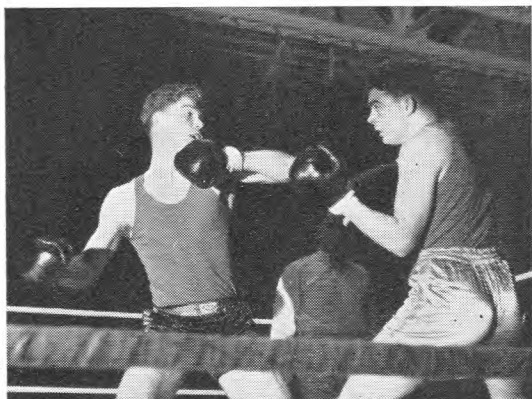
We commenced the 1959-60 season with our usual Inter-School Competition, which resulted

pared to participate in our annual worry to retention of the Sigrifts Trophy. The boys, under the skilful training of Sgt. Jock Turnbull, really trained hard, and we produced the best team ever. Kuhle, Harding, Model and Chillery, and Challoner all boxed their way to the final and all won their finals with the exception of Challoner by K.O.'s. Locking retained the Trophy for another year by 10 clear points. It was rumoured after the competition that a barrel of beer appeared at Flt. Lt. Sachs' married quarter, which made his Christmas very festive. Never make rash wagers (Wing Commanders note!).

All the Apprentices that boxed for Locking in the Sigrift are to be congratulated on the very fine spirit they displayed, their standard of fitness and boxing skill which was the highest yet seen in this competition.

On the 28th November a bogey was at last

laid and an Army Apprentices boxing team from Chepstow was defeated by the Locking Apprentice boxers in no uncertain manner. Unfortunately the Army Apprentices Arbourfield could not box us this year, but it is interesting to note that Chepstow defeated them at boxing this year and we would on that form have defeated Arbourfield. After this we did not have any competition until after Christmas break, when, on the 23rd January, 1960, Locking entered eleven boxers in the Somerset Championships, C.A.A. Chillery being particularly worthy of note on this occasion; he boxed a total of eight 3-minute rounds in one evening against very good opposition, to win a championship, his first opponent, a Naval Airman from Yeovilton, he K.O.'s in the second round, his second opponent was Stevens, a previous R.A.F. representative, whom he beat on points, the third opponent was a very hard character from Bath B.C., John Austin, and in spite of two previous hard bouts, Chillery handed out a leathering, putting his opponent down twice during the contest.



SIGRIST TROPHY R.A.F. Locking

Cpl. Apprentice Chillery (left) about to land the hay-maker with which he put down his opponent Boy Entrant Warlow of Cosford in 1 min. 23 seconds of the first round
(Final: Light Middle Weight)

Photo. N. I. Armstrong

On January 29th we visited Radstock A.B.C., a newly-revived club of long standing. Only three of our boxers could be matched, and of these Eddy of the 93rd Entry K.O.'s his opponent; Murphy of the 87th beat a Welsh representative boxer; and Baldwin lost narrowly on points.

February, 1960, was a very busy month and saw the Locking Apprentice boxers in action in all divisions.

On the 11th and 12th the Junior boxers represented Locking in the Hubert Scott Paine Competition, which this year was held at R.A.F. St. Athan. Out of the 14 entered no less than eleven reached the semi-final, and four remained in the final. A.A. Richmond, of the 92nd Entry, was elected after the competition to box for the R.A.F. in the Junior I.S.B.A. Competition, where he lost his bout on a points decision which could have gone either way.

The Locking Juniors are to be congratulated on their showing on this occasion, especially the 94th Entry, who gamely boxed after very little training or experience.

On the 13th we made our annual pilgrimage to Southampton to meet the Eastleigh Club again, and six of our boxers were matched unfortunately. Tiny Kuhle could not be matched. We did not fare so well this visit as only Spud Murphy managed to get winning decision, although it was felt that some decisions definitely favoured the local boys.

On the 24th February a team of Locking boxers visited the Bournville Boxing Club and fared well against some tough opposition, A.A. Orr winning well on points and receiving the cup for the best boxer. A.A. Tennant received the cup for the best loser.

We now have to box Halton Apprentices on the 6th March. Percy Boys' Club Bath, on the 11th March, and have a fixture in South Wales with a good club on April 4th. Once again we have had a successful season and the boys have all moved forward in skill and fitness.

I would like to take this opportunity of saying goodbye to some of our Apprentices who have done much to keep 1 Wing in the forefront of the Junior Boxing world. The apprentices concerned are going out into Airmen Service and will not be with us next season, but I sincerely hope we shall hear of them making their mark in Senior Boxing. They are L.A.A. (Tiny) Kuhle, C.A.A. Chillery, L.A.A. Chaloner, A.A.'s Harding, Murphy and West. Kuhle, Chillery, Harding and Murphy, pro-

viding they keep in training, all stand an excellent chance of becoming R.A.F. Champions next season, and if they enter for this all Locking will be with them in spirit.

I think it is to this type of Airman that the Royal Air Force must look in the coming years to provide material for its boxing teams; may they find more Sgt. Turnbolls to train them.

Apprentice Squash 1959-60

THE first Apprentice Squash Club was formed in October, 1959. Only two or three apprentices had previous knowledge of the game, and most of the season has been spent in training and learning the rudiments of the game. The numbers of the club have been limited to about a dozen apprentices because there is only one squash court. Despite this handicap, however, the standard of squash improved steadily until it was possible to include two apprentices (Underwood and Beagley) in a station side to gain match experience of a higher standard.

The test of the first season's training came in February, with the Youth School's Championships at Halton. The team sent was

Beagley (87th), Underwood (91st), O'Farrell (90th); the reserve was Colbourne (87th). The results at Halton were as follows:—

Preliminary Round : A Bye.

Semi-Final : Locking beat Cosfond, 2—1.

Final : Locking lost to Halton 1—2.

These results were very satisfactory, especially as Halton have had regular squash fixtures for some years. Squash is not a game which can be learned quickly. A fixture list is being arranged for next year, and it is expected that the Wing team will reach a commendable standard.

Apprentice Table Tennis 1959-60

THIS season two teams have been entered in the Weston-super-Mare and District Youth Table Tennis League. The "A" team is at present lying second in this League.

For the first time table tennis has been recognised as an Inter-School Sport. The first Inter-School Championships were held at Halton on February 13th-14th, and the team celebrated this historic occasion by winning convincingly. The competition consisted of two leagues, each league comprising three schools. Locking won its league outright, beating both Bircham Newton (5-4) and Cosford (5-0). The other league, consisting of Halton, Hereford and St. Athan, ended in a triple tie, although Hereford were declared winners on total number of games won.

Locking played Hereford in the final and won 9-0. The team consisted of :

1. A.A. Wilson, 94th.
2. A.A. Lyttle, 87th.
3. A.A. Brown, 90th.

All played with great tenacity, endurance and considerable skill. Tribute must be paid to A.A. Wilson, who completely outplayed and demoralised his opponents, thus assisting his team mates. He remained unbeaten throughout the championships. Hopes of retaining the championships are high, as both Brown and Wilson should be with us next year.

At home the Wing Singles and Doubles Championships are proceeding following a record entry.

Apprentices' Angling Club

SINCE the last issue of the Locking Review the Angling Club has gone from strength to strength.

Salt Water Section.

In the 1958-59 season we have participated in five local competitions, beach and boat, and although we have not so far managed a first place, we have had members in second and third places.

Some of our members fished for the Weston Anglers in an all-night competition at the Chesil Bank, Weymouth, Flt. Lt. Sachs catching three fish on this occasion.



Boat fishing locally is now the most popular with the boys, and again most fish have been caught on these occasions. We have had ten

boat trips locally and have caught skate, conger, flounders, Dover sole, codling, whiting and silver eels. The heaviest skate was caught by Flt. Lt. Sachs, 10½ lbs., and the heaviest flounder was caught by A.A. Ridgway, 1½ lbs.

As previously, Juicy Paine and his brother have been most helpful in providing boats, and it is most unfortunate that the boats have to spend a period of the year out of the water, and that they are not available to us in the summer months owing to being used for pleasure trips.

We had four away trips during the year, two to Southampton, which did not prove very fruitful from the fish point of view, one to Teignmouth and one to Bournemouth.

We have also fished locally from the Old Pier in Weston, when a boat has not been available. This venue seems to be the most popular with the boys, being fairly accessible and away from the local mud. The best skate caught so far this year was caught by Flt. Lt. Sachs, 11½ lbs., and the best cod A.A. Sibley, 3½ lbs.

Summer Camp was held this year at Penhale, Cornwall, and the fishing there was first-rate; it was wonderful to fish again in clean, clear water. The Club members who attended Summer Camp and fished all did well, and the opportunity to introduce them to a new kind of bait presented itself, in the way of sand eels. These little eel-like fish live most of the time under wet sand and give no indication of their whereabouts; they have to be scraped out with a hook-shaped tool, and once scraped to the surface have to be caught by hand before they disappear with great speed back into the sand. To make it more difficult, the best time to get them is after dark. The boys soon got things organised and worked in teams of three, one scraping, one showing the torch and one grabbing the eels. These hunts caused much excitement, but towards the end of our stay more sand eels than fish were being caught, and the cookhouse fridge always carried a good stock of sand eels. As an indication of the type and size of fish caught, the following is of interest. When bottom fishing, mostly turbot were caught; a small shark was hooked once and lost in the rocks; and Cpl. Duesby caught a 12½ lb. dogfish.

When float-fishing, pollock, mackerel and garfish were caught in good quantity. Flt. Lt. Aachs catching the heaviest mackerel, 2 lbs., and also the heaviest pollock, $4\frac{1}{2}$ lbs. The big-



gest catch was $13\frac{1}{2}$ lbs. of fish in an hour and a half by one rod.

The fresh fish was a welcome addition to the menu and was in great demand.

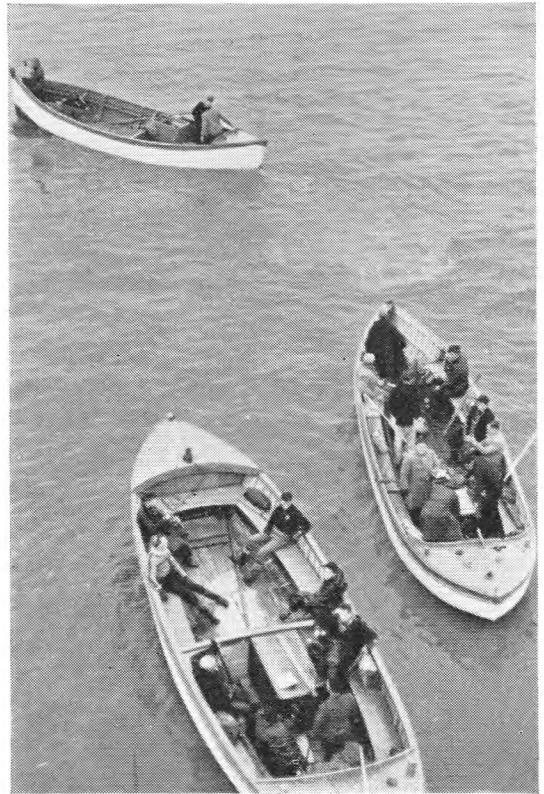
I think mention must be made of a murder trip by Flt. Lt. Wilde and some murky characters who, with hand-lines trailing from a boat in Newquay area, had a bumper day with the mackerel, but I'm afraid this could not be classed as club fishing.

Fresh Water Section.

The older members are now fairly well organised and are getting to know the local waters well, and have had some good fish. A.A. Crowson captured a carp of $8\frac{1}{4}$ lbs., and many trips have been made locally. Three away trips have been undertaken, one with the Weston Freshwater Club and two with the Apprentices' Club.

With the Weston Club the Hampshire Avon was fished, but unfortunately the river was in flood and very few fish were caught. The second trip was to the same venue, but with more success this time. A trip to Longleat lake was abortive, the weather cold and no fish were caught.

Cpl. Whydale has had a fair amount of success this year, but has only appeared spasmodically. Quite a few of No. 1 Wing N.C.O.'s have now been bitten by the bug and accompany the club on various outings. We also have made many civilian friends, and these also appear from time to time on our outings. We hope in the coming year to go on improving, catch bigger and better fish, make more friends and visit new pastures further afield. We also look forward again to Summer Camp, which



again is being held at Penhale, where we should do better, as we now know the local spots and bait.



Apprentice Mountaineering Meet

SKYE. Whitsun, 1959.

"If you are a delicate man,
And of wetting your skin are shy,
I'd have you know, before you go,
You had better not think of Skye."



WE heeded the words of Sheriff Nicolson and were well equipped for all possible variations of weather. However, we were fortunate, for like so many other places, Skye enjoyed splendid weather during this period.

The party from Locking maintained high spirits throughout the twenty-eight hour journey, the last part of which carried us through the approaches to the Western Isles and was a most beautiful scenic experience.

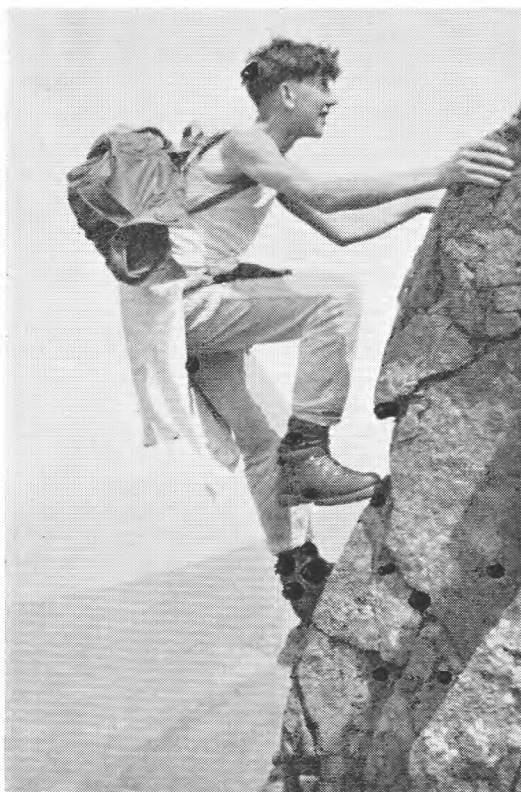
Our stay was to be at the Norwegian-styled Youth Hostel at Glenbittle. Skye's public transport could get us no nearer to our destination than nine miles, and these nine miles were to be over open, mountainous country, with the sun beating down. Such a walk could have been enjoyable without our rucksacks, but these were with us and weighed up to forty pounds each. Yet after much cursing and groaning, and such expressions as: "'Onest, so 'elp me, I can't go anover inch!'" we finally made out the blurred outline of the hostel through heat and sweat-filled eyes.

Needless to say, we ate and slept well that night, and the next day took things easy with a fourteen-mile jaunt on some of the less formidable hills in the district.

The days that followed were much more arduous, though by now we had broken in our climbing boots and scree slopes and crinkly crags were taken in our stride.

All in all we covered the complete ridge of the Coolin Hills from Scurr Thulm (pronounced "hulim") to Sugar Alisdair (pronounced as spelt). The pronunciation of the Gaelic names of the peaks being reminiscent of a Goon Show script.

The ridges are described as being knife-edged by climbing handbooks, and this is no understatement, for they make Striding Edge, Helvellyn, or the Crib Goch-Crib-y-ddysgyll traverse seem like blunt-nosed chisels. On at



"Spirit of Adventure"
(Artificial pose 4-ft above solid ground)

least two occasions discretion became the better part of valour, and the party roped up to negotiate a more difficult part of the climb. Words cannot fully describe the scenic beauty as viewed from these mountain-tops; far below us were the dotted cottages of the hill farmers; then spreading out and leading to the sea were tinkling silver streams. Out to the West, set in the hazy blue sea, appeared the bulk of Rhum, and further out again were the less well defined outlines of the Hebrides. All this being enveloped in that slate-blue haze which is characteristic of hilly country in fair weather.

Apart from a minor excursion which involved practice in absailing, our main rock climbing exploit consisted in ascending the "Inaccessible Pinnacle" of Scurr Dearg (pronounced Jerrack). This is rated as difficult in climbing handbooks, yet all who climbed it did so well within their personal limitations, perhaps aided by the rope which instils a confidence of its own. To those uninitiated let it be explained that the rope is merely a safeguard and one is not hauled up a climb like a sack of coals, but climbs unaided apart from that mental link which bonds you to your climbing partner.

The social life at the Youth Hostel was fine, and every evening we were entertained to folk and mountain songs by the R.A.F. Kinloss Mountain Rescue Group, who were on duty in the Coolins. Fortunately they were not to be called upon for rescue purposes during this particular holiday period. Other visitors to the hostel made up for a very busy place, yet

the Warden maintained a jolly atmosphere and he helped us on many occasions.

The last day was spent in an ascent of Spurr Alisdair, the highest peak in the Coolins; it is a very craggy peak and there is barely room for a cairn on its summit. We descended to the valley of Coire Lagair via the Alisdair Stone Shoot, a gigantic scree funnel over one thousand feet high. Climbing guides give fifteen minutes as a reasonable time for this descent; all our party were down within six minutes. It was now mid-afternoon and there was still time to climb the Cioch Slab from Coire Lagan, but we decided against this and instead, basked and slept on the warm rocks of the valley floor. We had come and climbed our fill during the six days, and had still left something to be done at a future date, which is as things should be.

That was last year; this year interest in climbing among the apprentices has expanded, and now there are plans for another Whitsun excursion, this time to North Wales, and also a small group are again returning to Skye.

These activities are not restricted to apprentices, and any member of the permanent staff or trainee would be welcome, particularly if he has some experience of mountaineering.

Members of the Skye, 1959, party: A.A. Morrison, 87th Entry; A.A. Thomas, 90th Entry; A.A. Champ, 87th Entry; L.A. Adams, 88th Entry; A.A. Tounsend, 91st Entry; Cpl. Tech. Phillips, R.A.F. Melksham; Fg. Off. Wilkinson, Fg. Off. Edwards.

Apprentice Soccer

THE 1959-60 season which has just ended has been a most successful one. There has been a wealth of talent in the Wing, particularly among the Youths, and this augurs well for next season.

R.A.F. Apprentices' 1st XI.

The First Eleven made an excellent start to the season in the Weston-super-Mare and District League, playing the first eight games without defeat, and being league leaders right up to the Christmas break. With only occasional lapses of form the team continued to play well,

and in spite of a congested fixture list after Easter, ended the season as runners-up in the league. It is worth noting that goals scored and goal average were the best in the league, and to emphasise their superiority decisively defeated the Champions, Baytree Rangers, in the last match by 5 goals to 1. The final league positions were:

	P	W	D	L	F	A	Pts.
Baytree Rangers ...	30	22	3	5	112	56	47
R.A.F. Apprentices	30	21	3	6	125	53	45



R.A.F. APPRENTICES 1st XI

Back Row—F/S Smith, A. L. Steele, A. L. Wilson, M.A. Althorp, D. P. Turner, M. J. W. Smith, L. G. Beagley, J. F. Flt./Lt. Mitchell, . M.
Front Row—Pavey, L. J. Street, M. R. Wemyss, C. J. Blair, G. G. Broomfield, E. M. Adams, A. J.



R.A.F. LOCKING YOUTHS 'A'

Back Row—F/S Smith, A. L. Steele, J. Tanner, M. R. Gregory, P. Harries, B. C. Hill, J. Taylor, D. J. Flt./Lt. Mitchell, W. M.
Front Row—Wood, T. C. Smith, T. D. Woodford, B. J. Horrocks, F. M. Spencer, P. J.

The same measure of success was not met with in the Knockout Cup. A fine victory over Burnham United by 8 goals to 2 in the first game promised well, but in the next round R.A.F. Locking won an uninspiring match by 3 goals to 2, and went on to win the Cup. Some comfort was obtained in the fact that the team beat their local rivals in both league matches.

Honours remain even with the Army schools

this season. After a keen game Chepstow were successful, but in the match with Aborfield the local team won easily. In the Apprentices and Boy Entrants Soccer Championships, Locking was drawn against Halton, the match to count also at the Halton Games Fixture. After a hard fought game Halton proved the stronger side and won by 4 goals to 1, going on to win the final against Hereford very easily by 5 goals to nil.



2nd XI v. R.A.F. APPRENTICES March 12th, 1960 Quarter Final of the League K.O. Cup
Station won 3-2

Back Row—Fg./Off. Wedlock Hands Flynn Mawson Myles

Front Row—Rafferty Fg./Off. Lewis Flt./Sgt. Kavanagh Sgt. Morriss Maguire Kyle
(capt.)

Youth Soccer.

This has been an outstanding year for the Youth soccer teams, every possible trophy having been won by decisive margins. Before Christmas, R.A.F. Locking Youths won the Subsidiary League with a 100% record, winning all ten matches, achieving a total of 111 goals for and 5 against. The Youth Knockout Cup was also won for the eighth consecutive season and is now looked on as the personal property of the Youth Team. Because of the large number of fine youth players, and in order to provide some real opposition, two teams were entered in the main league competition. The new "B" team had a very successful first season, the only games lost being those against the "A" team. Large scores were the accepted rule and as was generally expected, the "A" and "B" teams filled the first two league positions as shown :

	P	W	D	L	F	A	Pts.
R.A.F. Locking Youths "A"	10	9	1	0	92	8	19
R.A.F. Locking Youth "B"	10	7	1	2	62	19	15

Perhaps it appears monotonous to say that the Youth under seventeen team won the Lye

Cup for the ninth consecutive season and is now back in its virtual permanent position with the Youth Knockout Cup. The sad thing to note is that we lost one goal in the final, the first to be scored against the team for several seasons in this competition.

Several individuals stand out in considering the season's activities. Hopkins (85th), Wilson and Street (87th) and Steele (92nd) played for the Weston-super-Mare and District Representative XI and Woodford (90th), Hill, J., Murray and Steele (92nd), Gregory and Wood (93rd) and Kirk (94th), played for the Youth Representative XI. Woodford has proved to be an outstanding player and Captain of the Youth "A" team, and Althorpe (91st) who came into the 1st XI from the Youths early in the season has been the leading goal scorer with 68 goals.

The spirit of all players throughout the season has been extremely high, and they are all to be congratulated on their achievements in this, their most successful season. Tribute should be paid to the great work done by the Physical Fitness Section, and in particular by Flight Sergeant Smith, without whose assistance and encouragement the teams would have had a much greater struggle for success.



R.A.F. LOCKING YOUTHS ' B '

- Back Row*—Cpl. Ross, J. C. Murray, S. J. Kirk, D. Cleaton, P. Pearn, W. F. Hudson, J. A. Strawson, M. J. Flt./Lt. Mitchell, W. M.
Front Row—Stride, J. D. Ball, J. T. Raine, J. H. Clarkson, D. F. Buse, D. R. Cook, T.

Aircraft Apprentices' Canoe Club

THIS is the Club's first season, and already the membership is over seventy. Due to shortage of accommodation, the building of canoes has had to be limited, but we hope to have ten or twelve canoes seaworthy by Whitsuntide.

Most apprentices are building their own

canoes at a personal cost of approximately £6, but it is intended to build at least six canoes for general Wing use, and also for the Duke of Edinburgh's Award Scheme, which entails a canoe camping trip.

Any new members must be strong swimmers and pass a swimming proficiency test.

No. 1 (A) Wing Apprentice Hockey

Results :-

Played.	Won	Drawn	Lost
14	6	1	7

An enjoyable season with some good games of hockey.

Due to an influx of new players into the team, five of the lost games occurred in the first half of the season.

Special mention is made of L.A.A. Gill (capt.), L.A.A. Bromley and A.A. Roberts, who played excellent hockey throughout the season.



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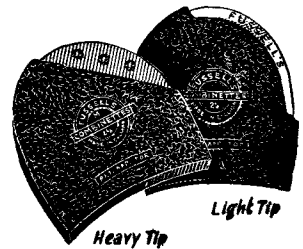
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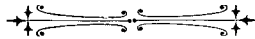
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