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In the village of Blunham, Bedfordshire.



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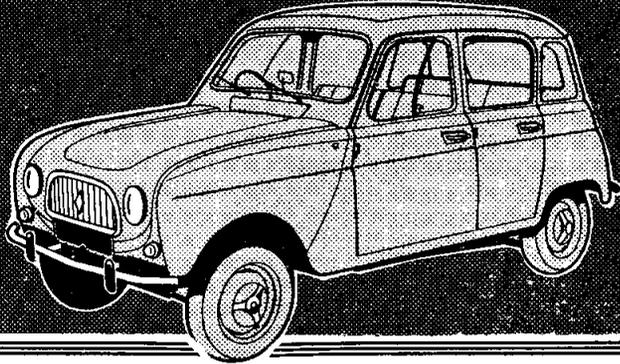
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## EDITORIAL

The accustomed task of the amateur editor is very like the role of script writer to any celebrated comedian; that is to say that the editor writes the articles and the secretaries of the various societies sign one each. It is the intention of the editors of this publication that the apprentices of No. 1 Radio School shall write their own articles, which, *correctis corrigendis*, will then be printed in their original form. If the literary standard turns out to be less than excellent, at least it will be authentic.

The Locking Review will be published at the beginning of each term in the academic year. It will be the aim of the editors to print such articles as are interesting and informative to the outside world at large, to the serving entries of apprentices and ex-apprentices, and, perhaps most important, to the thousands of boys who every year consider an apprenticeship in the Royal Air Force as an exciting and rewarding career. It is intended in every issue of Locking Review to emphasise the value of just such a career through an account of some of the many distinguished officers and airmen who have graduated from this school and rendered valuable service. Apprentices have contributed in no small measure to the proud record of the Royal Air Force over the last forty years; it is the intention of No. 1 Radio School and hence of this publication that this record shall be maintained and improved by the Locking apprentices of today and tomorrow.

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# THOROUGH THROUGH THE YEARS

by **MR. H. GANDY** and **SQN. LDR. J. MOWFORTH**

"I call therefore a complete and generous education that which fits a man to perform justly, skilfully and magnanimously all the offices both private and public of peace and war."  
Milton "Of Education".

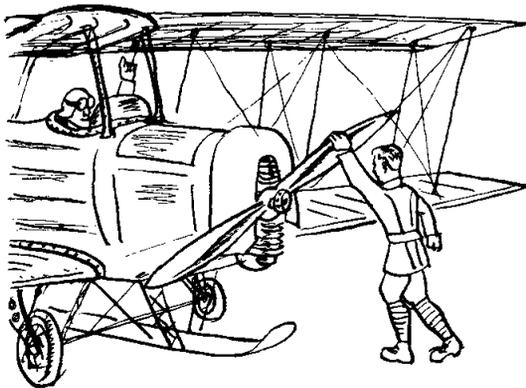
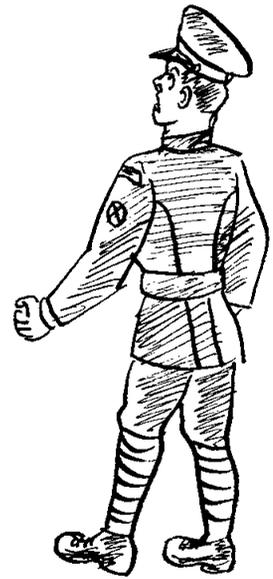
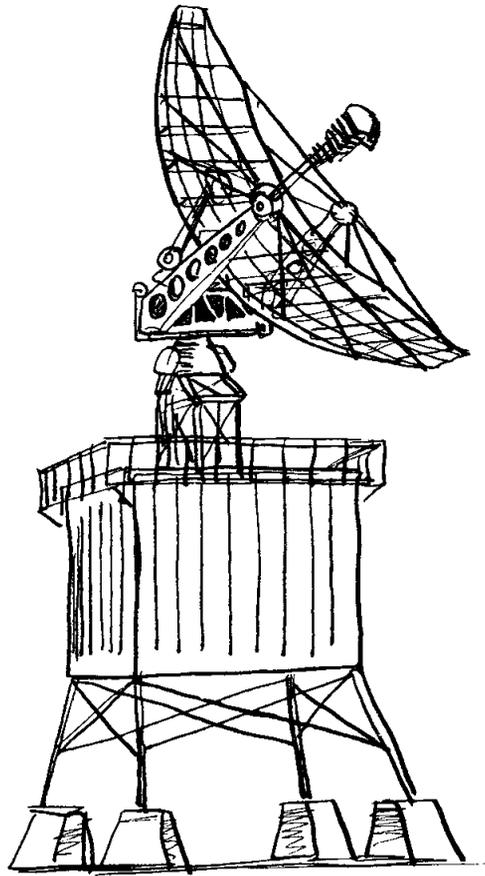
January, 1962, was a memorable date in the history of Radio Apprentices training in the Royal Air Force. Now No. 1 Radio School, Locking, can look back upon forty years of work for the Royal Air Force and the School has received the 100th Entry of Aircraft Apprentices. The years between January 1922 and January 1962 tell the story of technical and social progress. The story of these years emphasises sharply the contrast in technical equipment now and then, and confirms the continuity which has been achieved through insistence on quality. Lord Trenchard's call for thorough training has been heard throughout the years and the motto of No. 1 Radio School has re-echoed the call. For war and peace the training at No. 1 Radio School has equipped the young man thoroughly and fully.

This short article sets out to give glimpses of the way of life of young apprentices of the 1st Entry who, forty years ago, arrived at No. 1 (T) Wireless School, Flowerdown, near Winchester. These glimpses will give comparison with the life of the young men who are now members of the 100th Entry at No. 1 Radio School, Locking.

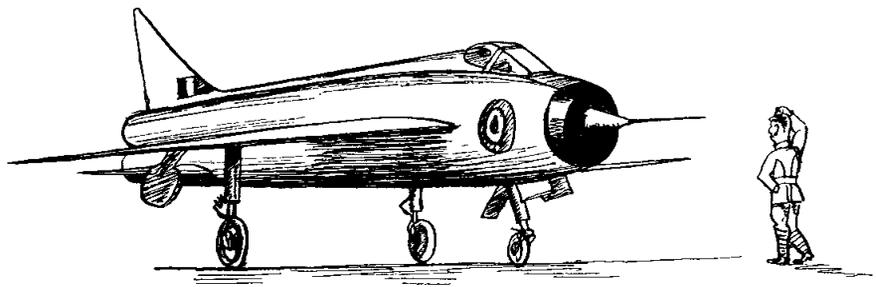
In forty years the equipment used by Apprentices has changed dramatically. The starting Spark Transmitter, the Type F Receiver, the Wavemeter C.W. No. 3 were simple equipments compared with the Ultra High Frequency Transmitters and Receivers of today. The intricacies in design of radio equipment have reflected the intricacies in design of aircraft in these years. But the youth of 1922 and the youth of 1962 have not changed. The apprentice of today like his predecessor of 1922 solves the problems and intricacies of Radio by thorough application. Both



... the "Nodding  
Horror" of Radar



... he had to "swing the prop"!



share the early bewilderment before baffling bits of circuit or before tricky threads of theory. In both ages thorough training banishes bewilderment and brings understanding. The Wavelength of Wireless and the "Nodding Horror" of Radar screen become commonplace.

Common standards have held in these changing years. As for the 1st Entry so for the 100th Entry there is an insistence on high educational standards, on high moral and personal qualities and on a high standard of physical fitness. Though the content of syllabuses may have changed with changing technical requirements the broad pattern of training has not changed. Then and now boys become men through the mastery of books on radio theory and techniques, books on drill and General Service Knowledge, books on English Language and through books concerned with Cultural Studies. Moreover, theory has been made powerful through practice and in the years the worthy technician and the worthy citizen have emerged.

The basic pattern of training has been consistent. However, the reminiscences of instructors and students of the 1st Entry remind us that the years have moved on. We are told that, in those early days, the apprentice spent much more time on general engineering workshop practice and that he really got to know an aircraft engine because he had to "swing the prop"! And question and query pose themselves. As a technician, was he more advanced or was his era less advanced because he had to make for himself the more simple tools? Was the early apprentice more robust because he rallied for drill on the parade ground not after breakfast but after tea? Was he more alert because Flight Sergeant "Buck" Taylor rushed him to Physical Training one quarter hour after Reveille? Does the apprentice of the 100th Entry suspect the sanity of that system which sought in such a way the "mens sana in corpore sano"?

And reminiscences reveal other ramifications of change. Was there comfort in the collar of the neck-binding tunic, the puttees and the pantaloons of 1922? What brings pride to the Apprentice—the Red Falcon on the sleeve or the white shine of the wheel of brass? Are the inverted insignia of rank today too akin to the American Army which occupied Flowerdown in 1918? Was the language of rank then more lilting and likeable than the technical titles of today? But the uniform was blue!

An ex-apprentice of No. 1 Entry has described the domestic conditions of his day. The barrack rooms of 1922 were not centrally heated, there were no bedside lights and lockers; but comradeship was there, that same comradeship which sustains and inspires the apprentice of 1962. Outside the barrack room this comradeship continued and became even more collective over the refreshments served by the Navy and Army Canteen Board—the predecessor of the provisor to today—N.A.A.F.I. Historionically cinemas provided passive enjoyment, dramatic societies provided active enjoyment. Nowadays at Locking there are a score of clubs and societies with interest ranging from Music to Model Railways. And Tannoy, recreational radio and television sets are many. But our 1922 apprentice insists that he was no less happy than his 1962 successor. Over forty years comradeship and pride in the Royal Air Force have continued, in this comradeship and in this dignity in devoted service lie the roots of real happiness.

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Pay! Belief in the spiritual basis of true happiness should rule out consideration of material gain. But when technological and social comparisons are made economic comparisons will be expected. In 1922 the Junior apprentice was paid 10/6d. per week. From this 5/- per week went to compulsory savings. When he reached the age of 18 the apprentice was paid 30/- per week and he was compelled to save proportionately. It is interesting to know that, not only was the Air Ministry satisfied with these rules of pay, but so was the apprentice. And it seems that the Air Ministry and the Apprentice are happy about pay in 1962. Neither will accept the suggestion of Malcolm Mugeridge that an expense account should replace pay!

Personalities! There were not a few in Flowerdown in 1922. Bellowing "Buck" Taylor has been mentioned before. He is a figure ever fresh in the memory of apprentices. They recall that if they were not militarily smart on their way out of Yankee Gate they were yanked back by "Buck." And Warrant Officer Jock Wink, Flight Sergeant Smith and Corporal Bellchamber, all these are remembered as martinetts of the military manner. Blessed indeed is the name of Bellchamber! In the annuals of the R.A.F. police there is nothing to surpass the efficiency and devotion to discipline of this policeman who is said once to have placed himself on a charge because he arrived late for duty. "Quis custodiet ipsos custodes?"

Promotion! The forty years onward from 1922 are studded with the names of apprentices who have gained commissioned rank and who have distinguished themselves in war and peace. In the very first Entry at Flowerdown there was a future Air Commodore. This was Aircraft Apprentice W. Cooper who gained the Hyde Thompson Memorial Prize in the Final Examination in 1925. In the second Entry Aircraft Apprentice C. T. Jackaman received the prize for the Highest Technical marks and he is now Air Commodore Jackaman. In the fifth entry Aircraft Apprentice T. Shelley gained the Hyde Thompson Memorial prize and he is now an Air Vice Marshal. For their distinguished service to our country and to the Royal Air Force these and other officers have been promoted to high rank and they have been very highly decorated. The same opportunities for advancement are there to be grasped by the apprentice of 1962 as they were by his fellow in 1922. There is the same chance to win a cadetship at Henlow. There is the same chance to become a member of aircrew. And the opportunities to gain educational prizes as the prerequisite to future advancement are greater than ever. On an Entry which graduated from Locking in August 1961, one young man had added to his educational qualifications to the extent of gaining ten Ordinary Level and four Advanced Level subjects of the General Certificate of Education.

Reach for the skies. This the apprentice has been able to do throughout the years not only in the aeronautical sense but also in the sense that he has had the opportunity to satisfy his technical and professional ambition. Who can say that in the next forty years he may not be able to spurt into Space. And his trade title could change to Spacecraft Apprentice or Astronaut Apprentice. He might have the power to verify a Vector on Venus. But whatever technical revolution comes about the apprentice of tomorrow will work as the apprentice of today and yesterday—maximo cum studio.

I will point yet out the right path of a valuous and noble Education; laborious indeed at the first ascent, but also so smooth, so green, so full of goodly prospect, and melodious sounds on every side, that the harp of Orpheus was not more charming.  
Milton "Of Education".



**AIR COMMODORE W. D. DISBREY, C.B.E., A.F.C., F.R.Ae.S.**

# THE COMMANDANT

Air Commodore W. D. Disbrey joined the Royal Air Force as a member of the 18th Entry of aircraft apprentices at Royal Air Force, Halton, in 1928. From Halton he won a cadetship to the Royal Air Force College, Cranwell in 1931, winning the Lord Wakefield scholarship and gaining the highest education, trade and aggregate marks in his entry. At Cranwell he learned to fly Siskins fighter aircraft and was commissioned in the General Duties branch in 1933. From Cranwell he was posted to No. 3 Fighter Squadron, flying Bristol Bulldog fighters first at Upavon and later at Kenley. From 1934 to 1938 he served with the Fleet Air Arm in H.M.S. Glorious and H.M.S. Courageous where he took part in catapult launching and night deck landing trials; he was awarded the A.F.C. in 1939.

In 1938, Flight Lieutenant W. D. Disbrey was selected for an officers' specialist engineering course at Henlow. On completion of the course he was posted as Engineer Officer to No. 13 Fighter Group at Newcastle. No. 13 Group was concerned at this time with the training and re-equipping of squadrons engaged in the Battle of Britain. Between 1940 and 1943, he was promoted to Squadron Leader and later Wing Commander rank, being posted in 1943 to Headquarters Fighter Command at Stanmore. Here, although holding a staff post, he was attached for flying duties with the first operational high altitude interception flights in Fighter Command and was admitted to the Order of the British Empire.

Early in 1943 he was on the R.A.F. planning staff for the invasion of Europe and later that year he was appointed as Chief Engineer Officer of the Second Tactical Air Force. During this period he was promoted successively to Group Captain and acting Air Commodore. He was made a Commander of the Order of the British Empire and during the period of the war was mentioned in dispatches three times.

After the cessation of hostilities, he relinquished the acting rank of Air Commodore and underwent the Royal Air Force Staff College course. From 1946 to 1948 he commanded No. 12 School of Technical Training at Melksham. From Melksham he was posted to Air Headquarters, Delhi, being attached to the Indian Air Force as its Senior Technical Staff Officer. Here he was concerned as an executive officer with the planning and setting up of an aircraft apprentice school at Bangalore. In 1951 he became Chief Aircraft Supplies Liaison Officer at the Ministry of Supply, where he remained until his appointment as Chief Engineer Officer at Headquarters, Bomber Command in 1954. This job dealt with the technical requirements of the first V-bombers to come into service.

After completing the Imperial Defence College course in 1957, Air Commodore W. D. Disbrey was appointed Director of Research and Development—Bomber Aircraft at the Ministry of Aviation, where he was mainly concerned with V-bombers and the Blue Steel and Skybolt missiles. In 1959, he was elected to fellowship of the Royal Aeronautical Society.

Air Commodore W. D. Disbrey assumed command of No. 1 Radio School in April, 1961.

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# MR. C.A. CLEVERLY, B.E.M., I.S.M.

It is with great pride that we announce the award of the Imperial Service Medal to Cecil Cleverly. Mr. Cleverly was a civilian supervisor at No. 1 Radio School until his retirement in February, 1962, by which time he had completed nearly forty years continuous service as a civilian instructor and supervisor. He joined the Electrical and Wireless School at Flowerdown in 1923 and instructed the first entry of aircraft apprentices at that school. He was associated with aircraft apprentice training during the whole of his service, having moved with the school to Cranwell in 1929 and thence to Locking in 1952 on the re-location of No. 1 Radio School.

On his retirement, he had therefore played a part in the training of all radio aircraft apprentice entries, from No. 1 at Flowerdown in 1923 to No. 100 at Locking in 1962. He has the satisfaction of knowing that many of his former pupils have attained air rank in their service careers and have filled, or are now filling, some of the most senior posts in the Technical Branch of the Royal Air Force.

The editors of this publication are proud to be able to congratulate Mr. Cleverly on behalf of No. 1 Radio School.

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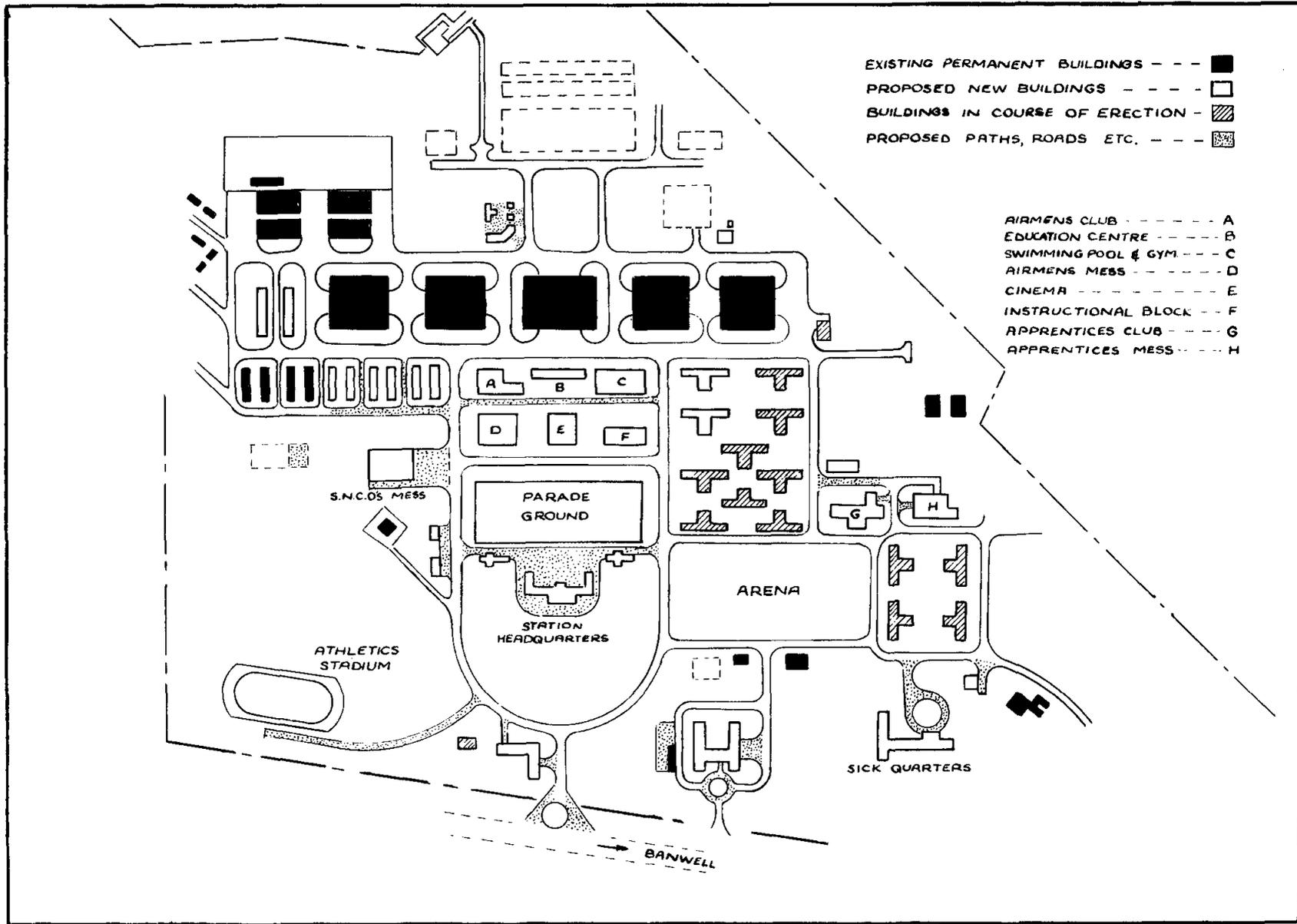
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# THE REBUILDING DEVELOPMENT PLAN

## **SQUADRON LEADER R. H. MERRIFIELD**

(Station Administration Officer)

It has long been intended to put into effect an extensive programme of rebuilding and modernisation at No. 1 Radio School. Apart from the practical value and comfort of modern brick-built accommodation, many have felt that such a project would give a considerable boost to the morale of permanent staff and trainees alike, while, at the same time, creating in the minds of our many visitors a more pleasing and a more accurate impression of the high standards required and achieved at Locking.

As is obvious from the appearance of certain areas of the station, this development project is now under way. This article is intended to explain the progress of the plan hitherto and to give an idea of what R.A.F. Locking will look like when the rebuilding has been completed.

The scheme will take approximately 5 to 6 years to complete. The object is to demolish all wooden buildings and replace them with permanent, modern, brick buildings.

The first phase is obviously to re-accommodate trainees and permanent staff in modern, centrally heated, comfortable buildings, and a start was made on the Aircraft Apprentice barrack blocks about 12 months ago. Altogether plans were made for 14 Apprentice barrack blocks, each block to accommodate 80 apprentices. At the time of writing 4 blocks have been completed and are occupied. Another 8 blocks will have been completed before the end of this year.

Phase 2 will see the demolition of the existing Apprentice Mess and "C" Squadron lines and on these sites will be built a new Aircraft Apprentice Mess, designed to feed 1,000 apprentices, and a new Apprentice Club. They will take approximately 1 year to build and if work is commenced, as expected, in September of this year, there is every hope that they will be opened towards the end of 1963. At the same time a new instructional block is to be built on the site occupied at present by "A" Squadron, Apprentice Wing, Headquarters, while on the site at present used for overflow classrooms for apprentice training, 5 adult training blocks are to be built, each block to accommodate 80 airmen. As in the case of the Apprentice Mess and Club, these buildings will start in the early Autumn of 1962 and should take approximately 1 year to build. At the completion of these projects, it is calculated that all permanent staff and trainees, both airmen and apprentices, will be in modern living accommodation.

We also hope soon to commence the building of a new Anglican church, which will be built on the site of the present P.M.U.B. church. This is being replaced by a new P.M.U.B. church which can already be seen opposite the Education Section. The new P.M.U.B. church will soon be ready and the opening ceremony should take place sometime this summer.

The next phase will be the building of a new combined gymnasium and swimming pool which will be behind a new instruction block and directly opposite No. 2 (T) Block. At about the same time it is hoped that the new Sergeants' Mess will be built, and this is to be sited on the west side of McCrae Road and directly opposite Lower Parade Road. This project will be closely followed by a new Airmen's Mess and Club, which is to be sited on the plot immediately to the west of the present No. 3 Area Mess and N.A.A.F.I.

A new Station Sick Quarters, a new Adult Wing Headquarters and Apprentice Wing Headquarters are also projected at about the same time, the Sick Quarters being positioned on the site of the present Aircraft Apprentice N.A.A.F.I. By this time the new Apprentice Club will have been completed and no loss of tea and buns will be occasioned.

Next on the list is a new Officers' Mess, which is to be built on the same site as the existing mess. While it is under construction the officers will take up residence in the present Sergeants' Mess, which by then will have been vacated.

Station Headquarters is to be moved from its present site to one overlooking the southern boundary of the Station Parade Ground. The Anglican church will be on the east side of the new headquarters as already explained, the Roman Catholic church on the west side.

An Education and Hobbies Centre will be constructed between the Airmen's Club and the swimming pool, directly opposite the present gymnasium. Behind this it is hoped to build a new Astra Cinema.

Finally a new guardroom is to be built on the existing site and a new Families' Shop and Post Office will be constructed on the west side of McCrae Road, opposite the south-west corner of the Parade Ground.

It will be observed that a lot of excavation work has already commenced in the sports area of the south-west corner of the station boundary. This is preliminary work to the construction of a full size sports stadium, giving all track and field event facilities, and in due course a No. 1 soccer pitch. In order to make this really worthwhile a grandstand is to be built on the south side of the track from non-public funds. A grant of £5,000 was obtained from the Command Central Fund and the remainder is being provided from Service Institute Funds and by donations from the Officers' and Sergeants' Messes. The running track should be completed this summer and the grandstand by the end of the year, so that full benefit can be derived in next year's athletic season.

At the time of writing there are 155 airmen's married quarters and 61 officers' married quarters. In the near future contracts are to be let for the erection of a further 82 airmen's married quarters on the north-west corner of the camp, and a further 38 officers' married quarters.

So in five or six years' time, Locking will have had a complete "face-lift." After the rubble and debris have been removed, the station should present a very attractive and impressive countenance to the world. Certainly the amenities of Locking will be hard to equal at any home unit. In such an environment apprentices and airmen alike should find the incentive to live up to their surroundings and to add creditably to the record of No. 1 Radio School.



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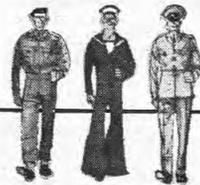
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# WING NEWS

At the time of writing, we understand that O.C. Apprentice Wing, Wing Commander Elkington, is making a successful recovery from his injuries. We hope to see him back in harness before long.

We congratulate the following :—

On promotion

## C.A.A. to S.A.A.

685971 Eddy	685982 Tyndall
685920 Jones	685956 Evans
685974 Jones	685972 Hudson
686064 Lanchbury	685991 Tanner

## L.A.A. to C.A.A.

686030 Orr	686302 Dean
686043 Richards	R/5251 Pile
685919 Bannister	686496 Innes
685973 Howard	686810 Kennett
685939 Cresswell	686291 Bishop
686078 Watling	686512 Wyatt
685995 Williams	686346 Taylor
685910 Ash	686293 Bond
686290 Bates	

## A.A. to L.A.A.

686034 Powell	685324 Duffy
685983 Trussler	686314 Holbrook
685893 Minshall	686308 Gears
686033 Poole	686311 Hall
686045 Raine	686294 Brown
686070 Ellender	686483 Waters
685968 Gibbon	686515 O'Neill
685933 Bradley	686761 Watson
CEY 10106 Siriwardane	686326 Lynn
686316 Jarvis	686876 Taylor
686351 Wilson	687729 Handy
686292 Bradley	687156 Starr
686303 Edwards	687155 Stachniczek

On the award or re-award of Wing Colours :—

## SHOOTING

A.A. Furness	93rd	Reaward
C.A.A. Lang	92nd	Reaward
S.A.A. Payne	92nd	Reaward

## CROSS COUNTRY

C.A.A. Evans	93rd	Colours
A.A. Watling	97th	Colours
A.A. Clark	96th	Colours
L.A.A. Carter	95th	Colours
S.A.A. Hutchins	92nd	Reaward

## RUGBY

C.A.A. Bennett	95th	Colours
A.A. Davies	93rd	Colours
A.A. Krzyzanowski	93rd	Colours
L.A.A. Martin	92nd	Colours
A.A. Minshall	93rd	Reaward
A.A. Davies	92nd	Reaward
A.A. Benn	92nd	Reaward

**SOCCER**

A.A. Gregory	93rd	Colours
C.A.A. Hill	92nd	Reaward
A.A. Buse	92nd	Reaward

**BASKETBALL**

C.A.A. Tyndall	93rd	Colours
A.A. Richards	97th	Colours
L.A.A. Galvin	93rd	Colours

**HOCKEY**

C.A.A. Tennent	94th	Colours
A.A. Miller	93rd	Colours
A.A. Heron	95th	Colours
L.A.A. O'Neill	96th	Colours
A.A. Hooper	93rd	Reaward
L.A.A. Sloley	95th	Reaward

**BADMINTON**

A.A. Webber	92nd	Colours
A.A. Hoare	92nd	Colours

**FENCING**

A.A. Davies	96th	Colours
A.A. Norman	97th	Colours

**BOXING**

A.A. Minshall	93rd	Colours
L.A.A. Atkins	92nd	Colours
A.A. Drummond	99th	Colours
A.A. Norton	100th	Colours
A.A. Manning	100th	Colours
A.A. Poole	93rd	Reaward
L.A.A. Orr	93rd	Reaward
A.A. Halliwell	93rd	Reaward
A.A. Taylor	97th	Reaward

**SQUASH**

C.A.A. Lewis	92nd	Colours
A.A. Robinson	97th	Colours

**INTER-SQUADRON COMPETITION**

Fencing	'B' Squadron
Hockey	'B' Squadron
Rugby	'A' Squadron
.22 Shooting	'B' Squadron
Basketball	'A' Squadron
Cycling	'C' Squadron
Soccer	'C' Squadron
Volleyball	'A' Squadron
Cross Country	'B' Squadron
Badminton	'B' Squadron
Drill Competition	'B' Squadron
Victor Ludorum	A.A. Cawte 'B' Squadron
Champion Squadron Cup	'B' Squadron

**INTER-ENTRY COMPETITION**

Soccer K.O. Cup Division I	94th Entry
Division II	97th Entry
7-a-Side Rugby	93rd Entry



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Period of Hire Required ..... Months .....

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Further details required by you:—

Deposit        £    :    :



# Passing Out Parade of the 92nd Entry of Aircraft Apprentices

**17th April, 1962**

**Reviewing Officer: Air Marshal Sir Alfred Earle, K.B.E., C.B.,  
Air Officer Commanding in Chief, Technical  
Training Command**

## Parade State

### Passing Out Entry

Parade Commander	W.O.A.A. Marston, P.
No. 1 Flight Commander	S.A.A. Hutchins, P.F.W.
No. 2 Flight Commander	S.A.A. Payne, D.C.
Parade Warrant Officer	S.A.A. Ryan, R. G.

### Supporting Squadrons

Supporting Squadron's Commander	S.A.A. Evans, M. J.
---------------------------------	---------------------

#### No. 1 Squadron

Squadron Commander	S.A.A. Eddy, P. M.
No. 1 Flight Commander	S.A.A. Tyndall, W.F.C.
No. 2 Flight Commander	S.A.A. Tanner, M.R.
No. 3 Flight Commander	C.A.A. Bennett, C. G.
No. 4 Flight Commander	C.A.A. Lewis, R.A.

#### No. 2 Squadron

Squadron Commander	S.A.A. Hudson, J.D.
No. 1 Flight Commander	S.A.A. Jones, A. R.
No. 2 Flight Commander	S.A.A. Lanchbury, G. J.
No. 3 Flight Commander	C.A.A. Kitching, D. J.
No. 4 Flight Commander	C.A.A. Hadley, G. D.

#### No. 1 Radio School Apprentice Band

S.A.A. Jones, D. N. V.

#### No. 5 Regional Band

Flying Officer J. Martindale

Highest Marks for Educational Subjects	(Brit. I.R.E.) S.A.A. Hutchins, P. F. W.
Highest Marks for Educational Subjects	(Air Ministry) L.A.A. Mackinlay, G.
Highest Aggregate Marks	(Air Ministry) S.A.A. Hutchins, P. F. W.
Highest Marks for Air Radio Fitter	(Air Ministry) S.A.A. Hutchins, P. F. W.
Highest Marks for Ground Radar Fitter	(Air Ministry) L.A.A. Mackinlay, G.
Highest Marks for Ground Wireless Fitter	(Air Ministry) A.A. Layborn, R. A.
Highest Marks for G.S.T.	(Air Ministry) S.A.A. Payne, D. C.
Highest Marks for English and G.S.	(Air Ministry) S.A.A. Hutchins, P. F. W.
Best Set Task	(R.A.F. Locking) S.A.A. Hutchins,
Lord Trenchard Memorial Prize	P. F. W.
	W.O.A.A. Marston, P.

## ACHIEVEMENTS OF THE 92nd ENTRY

### WING TROPHIES

Victor Ludorum Trophy	A.A. Cawte, D. L.
Wing Championship	' B ' Squadron

### WING COLOURS

<b>.22 Shooting</b>	S.A.A. Payne, D. C.
	C.A.A. Lang, P. J.
	S.A.A. Smith, R. P.
<b>Cross Country</b>	S.A.A. Hutchins, P. F. W.
<b>Squash</b>	C.A.A. Lewis, C. G.
<b>Athletics</b>	A.A. Benn, M. I.
	A.A. Cawte, D.L.
	A.A. Davies, G.
<b>Fencing</b>	L.A.A. Johns, F.
	A.A. Laybourn, R. A.
<b>Soccer</b>	C.A.A. Hill, J.
	A.A. Buse, D. R.
	A.A. Steele, J.
<b>Boxing</b>	A.A. Richmond, R. G.
	S.A.A. Atkins, D. J.
<b>Rugby</b>	A.A. Davies, G.
	A.A. Benn, M. I.
	L.A.A. Martin, R.
<b>Badminton</b>	A.A. Hoare, P. H.
	A.A. Webber, M. P.

### Cadetships

To the Royal Air Force Technical College, Henlow	L.A.A. Mackinlay, G.
	S.A.A. Hutchins, P. F. W.
To the Royal Air Force College, Cranwell	S.A.A. Payne, D.C.

**Speech made by Air Marshal Sir Alfred Earle, K.B.E., C.B., Air Officer Commanding-in-Chief, Technical Training Command, on the occasion of his review of the 92nd entry of Aircraft Apprentices' graduation at Royal Air Force, Locking, on Tuesday, April 17th, 1962.**

The Air Marshal said :—

Commandant, Ladies and Gentlemen,

I would first of all like to say how very pleased I am to be here today to take this Passing-Out Parade. It is the sort of occasion one never gets tired of and I think today's parade was very good, and I would particularly like to congratulate Marston and the other apprentice N.C.O.'s for the excellent way they conducted the Parade. I am sure parents and visitors will forgive me if I address most of my remarks to the chaps who are passing out today. This is, after all, one of the big days in their lives.

First of all, talking to the 92nd Entry, I think your overall results are very satisfactory, and I would particularly like to congratulate the two of you who have got cadetships and those four of you who have passed out as substantive Corporals. They are off to a flying start. But—I do not think there is any reason for any of you to feel that you have not made a very good start and that there are not plenty of opportunities in front of you. Today, although it is a big day, is not by any means very far along in your career. You are really just starting. The Commandant has already touched on the importance of the trades in which you have been trained; the importance of the jobs you will be doing when you get out into the Service. You go from here with a sound knowledge of the basic principles of your trades and with a measure of practical skill, which I am quite sure will give you a very sound foundation on which to build and expand your knowledge and general skill. Now do not under-rate these assets and above all, do not, when you get out into your Unit, sit back and let your skill of hand and your basic knowledge rust away. I am sure that you can all approach your jobs with confidence and if you apply the knowledge that you have already got and do not hesitate to ask for guidance when you need it, you should have no difficulty in keeping up-to-date and progressing satisfactorily in the Service.

I am sure you all know the old recruiting slogan—" THE FUTURE DEPENDS ON YOU "—it is getting a bit hackneyed perhaps, but I do not think that makes it any the less true—but it is not only your personal future that depends on your efforts, the future of the Royal Air Force as a whole can be greatly influenced by you and all the chaps like you passing out from training into the Service—you are the Royal Air Force of the future.

The Service will offer you lots of opportunities, obviously you must have realised that or you would not have come here but that does not mean that when you get out you can just sit back and wait for opportunity to knock; if you adopt that attitude you will probably fall sound asleep and you won't hear the knock when it comes!

I do not want to talk for very long today because you will probably remember very little of what I say, but there are two points that I really believe are the vital points to make on an occasion like this. I hope that some of you will at least remember one of them.

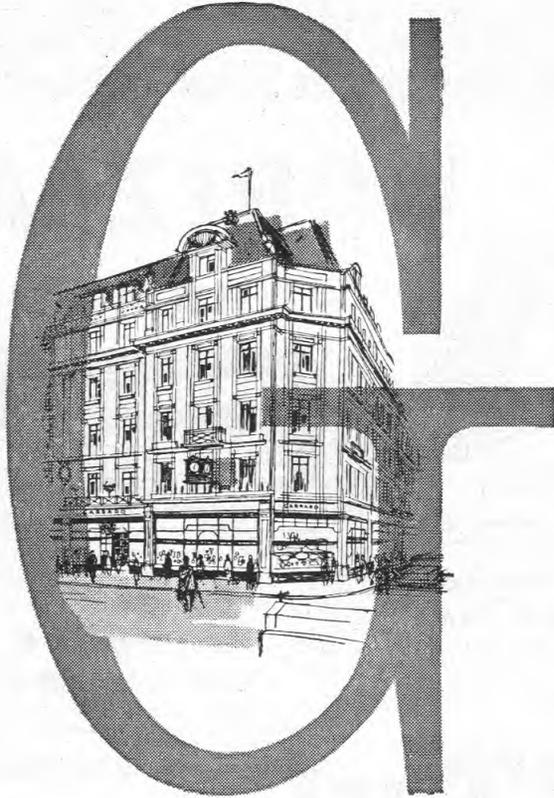
First of all, you are leaving here as tradesmen in the R.A.F. and as such, each one of you has a very heavy dual responsibility. You have your responsibility as a tradesman and that means a very great deal, on many occasions you will be carrying the lives of aircraft crews in your hands; you also have a responsibility as a member of an armed Service. If you are to measure up to these two responsibilities you must always show a high degree of integrity and reliability both in your work and general conduct.

Secondly, if you are going to be happy in the Service; if you are going to get on and get the best value out of the Service and the best career that you can hope for, you must always be prepared to put the service first and to put more into the service than you expect to get out of it. If you approach life in that way I am sure you have got a damn good life ahead of you—you will enjoy your period of service and you will get on.

Now if I may turn to the parents and reinforce what the Commandant has already said. We who are concerned with training these boys are very well aware of the tremendous amount of help that we get from parents and of the difficulties we can run into if that help and encouragement is not forthcoming. The fact that so many of you have come here today is a big boost to the boys and I would ask you to continue to show a great interest in them and to encourage them, particularly in their first few years as tradesmen and full time members of the Service. I hope the parents of the Passing-Out Entry feel that we have done a pretty good job with their boys, and I would say to the parents of the new Entry that this, I think, affords you an excellent opportunity to see what your boys can look forward to at the end of their training and to have a jolly good look at Locking and to learn something of the environment in which your boys will be living in the next couple of years.

I would also like to add my own remarks to the Commandant's remarks on the instructional staff. We are all too inclined to forget them on occasions like this, but without them there would be no training and it is to their devoted work, their conscientiousness and their example that we owe the standards that these boys have achieved today. I would like personally to thank all the training staff here at Locking and to tell them I know they are doing a good job and I am quite sure that they will continue to do that job and so provide the example and inspiration which is so essential if the training is to get across.

I would like to finish by wishing you lads in the Passing-Out Entry the very best of luck and full and enjoyable careers in the Royal Air Force.



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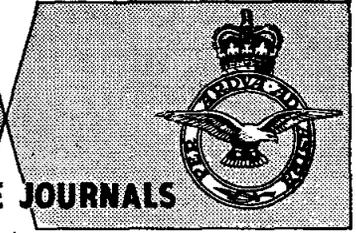
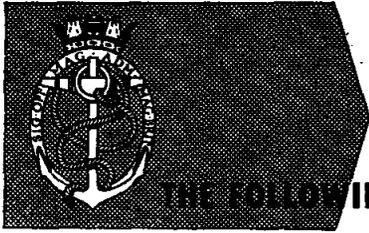
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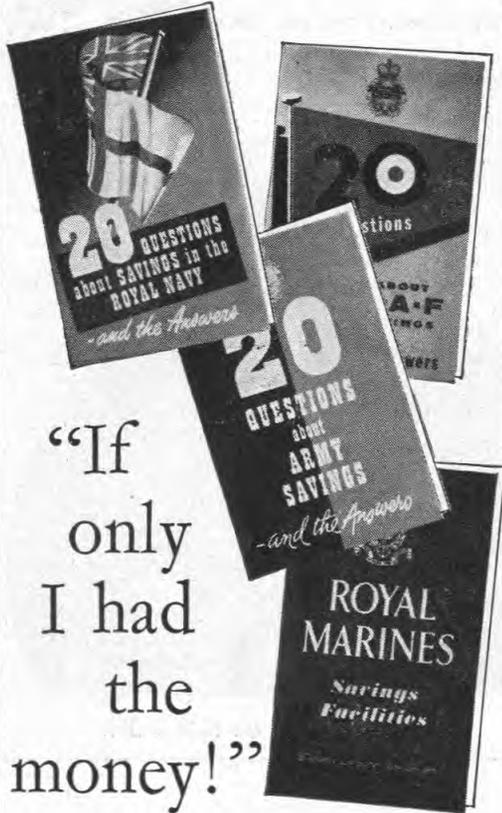
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## 92nd ENTRY POSTING LIST

685621 Cpl. Hutchins, P.	to R.A.F. Technical College,
685622 J/T Mackinlay, G.	Henlow, as technical cadets.
R.R. 5188 Cpl. Payne, D.C.	to R.A.F. College, Cranwell as
	flight cadet.
685188 S.A.C. Andrews, R.	R.A.F. Coltishall
685566 J/T Richards, J.	R.A.F. Coningsby
685611 J/T Hattersley, D.	No. 232 O.C.U., Gaydon
685612 J/T Heaton, T.	R.A.F. Marham
684408 J/T Graham, G.	R.A.F. Wittering
685585 J/T Brazier, A.	C.S.E. Watton
685601 J/T Errington, A	R.A.F. Scampton
685539 S.A.C. Jenkins, R.	No. 29 Sqn. Leuchars
685620 S.A.C. Hounsell, L.	No. 58 Sqn., Wyton
685560 J/T Newman, D.	C.S.E. Watton
685609 J/T Hall, J.	C.S.E. Watton
685309 S.A.C. Whitehead, A.	C.S.E. Watton
685546 S.A.C. Kensley, R.	R.A.F. Lyneham
685565 S.A.C. Player, S.	A.E.S. Topcliffe
685583 J/T Attrill, S.	C.S.S. Little Rissington
685564 S.A.C. Quinnell, R.	R.A.F. Middleton-St.-George
685587 J/T Buse, D.	No. 4 F.T.S. Valley
685590 S.A.C. Cawte, D.	R.E.U. Henlow
685572 J/T Steele, J.	R.E.U. Henlow
685595 J/T Crawford, R.	R.A.F. Waddington
685223 J/T Ellis, S.	No. 85 Sqn West Raynham
685617 J/T Holland, R.	No. 49 Sqn. Marham
685550 J/T Lang, P.	No. 139 Sqn. Wittering
685589 J/T Chisham	No. 8 F.T.S. Swinderby
685591 J/T Chivall	R.A.F. Northolt
685603 J/T Evans	No. 232 O.C.U. Gaydon
685615 J/T Hill	R.A.F. Scampton
685549 J/T Laybourne	C.C.C. Stanbridge
685577 J/T Walsh	R.E.U. Henlow
685547 J/T Kent	C.C.C. Stanbridge
685558 Cpl. Marston	R.A.F. Lyneham
685571 J/T Smith	No. 7 F.T.S. Church Fenton
685574 J/T Tett	R.A.F. Wyton
685578 J/T Warner	No. 2 A.N.S. Hullavington
685594 J/T Corby	R.A.F. Ballykelly
685596 J/T Croft	R.A.F. Waterbeach
685598 J/T Diswell	R.A.F. Waddington
685608 J/T Griffin	C.F.S. Little Rissington
685613 J/T Henderson	C.F.E. West Raynham

685616	J/T Hoare	No. 2 F.T.S. Syerston
685238	J/T Ing	R.A.F. Coltishall
685552	J/T Lewis	R.A.F. Scampton
685604	J/T Eversfield	No. 5 F.T.S. Oakington
685605	J/T Florence	R.A.F. Kinloss
685607	J/T Gauld	R.A.F. Kinloss
685614	J/T Hill	No. 2 F.T.S. Syerston
685619	J/T Huff	R.A.F. Cottesmore
685247	J/T Kennedy	No. 242 O.C.U. Thorney Island
685602	J/T Eslick	R.A.F. Leuchars
685606	J/T Grant	No. 29 Sqn Leuchars
685623	J/T Phillips	R.A.F. Binbrook
685287	J/T Scrase	No. 9 Sqn. Coningsby
685540	J/T Johns	No. 9 Sqn. Wittering
685541	J/T Johnson	No. 12 Sqn. Coningsby
685556	J/T Marshall	No. 12 Sqn. Coningsby
685557	J/T McKinnon	No. 12 Sqn. Coningsby
685567	J/T Richmond	No. 101 Sqn. Waddington
685568	J/T Ryan	No. 49 Sqn. Marham
685575	Cpl. Tuff	No. 50 Sqn. Waddington
685576	J/T Underdown	No. 50 Sqn. Waddington
685582	J/T Atkins	No. 44 Sqn. Waddington
685599	J/T Davies	No. 55 Sqn. Honington
685195	J/T Benn	R.A.F. Finningley
685290	J/T Sizen	R.A.F. Finningley
685308	J/T Webber	R.A.F. Finningley
685345	J/T Bradburn	No. 51 Sqn. Watton
685542	J/T Jones	No. 9 Sqn. Coningsby
685553	J/T Lewsey	No. 9 Sqn. Coningsby
685561	J/T Phillips	No. 9 Sqn. Coningsby
685563	J/T Pilcher	No. 9 Sqn. Coningsby
685592	J/T Clark	C.S.E. Watton
685618	J/T Hoskins	No. 51 Sqn. Watton
685544	Cpl. Jones	229 O.C.U. Chivenor
685548	J/T Kitt	R.A.F. College Cranwell
685545	J/T Keir	R.A.F. Leuchars
685559	J/T Murray	R.A.F. College, Cranwell
685562	J/T Ovenden	R.A.F. Wyton
685581	J/T Archibald	No. 6 F.T.S. Acklington
685588	J/T Carey	No. 6 F.T.S. Acklington





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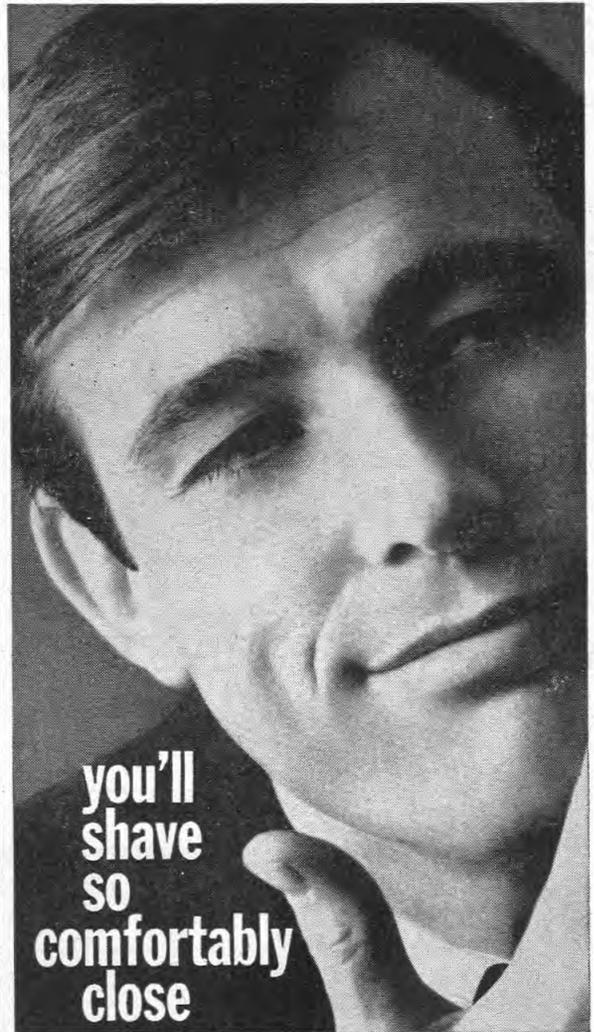
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## TABLE TENNIS

Under the supervision of F. O. Nesbitt, two teams of apprentices were entered in the North Mendip League and played through a fairly successful season. The 'B' team came through champions of Division II, while the 'A' team came a very close third in Division I. In the individual championships held at the end of the season all honours went to apprentices: L.A.A. Wilson won a very tough final, going to five games. In the consolation competition for those knocked out in the first round A.A. Allen beat A.A. Trim in the final. This year the league entered a representative team in the Somerset Inter-Town League and L.A.A. Wilson was selected to play in the number one position.

In the R.A.F. 'Cup' the station was represented by L.A.A. Wilson, A.A. Westmoreland and A.A. Errington. This team managed to reach the area finals in the competition only to be beaten by R.A.F. Melksham. The same team beat Halton Apprentices by eight games to one to win the Inter-Schools 'senior' cup for the third year running. The juniors, however, were unsuccessful in their endeavours at Hereford. L.A.A. Wilson also played in the R.A.F. singles championships but failed to reach the finals.

There was a great deal of hard work put into the improving of conditions in the table tennis hut and this has had much effect on the standard of play throughout.

From all aspects it has been a successful season; now all concerned look forward to an industrious and just as successful season next year.

## BOXING

The Wing Boxing team has been slightly less successful than in previous seasons but has by no means disgraced itself.

At the Sigrist Championships, held at Halton, Locking finished second to Halton. C.A.A. Woodford (91st) and A.A. Davies (93rd) were individual champions at their respective weights, A.A. Poole, C.A.A. Orr, A.A. Hallewell, A.A. Minshall (all 93rd) and L.A.A. Walker (91st) were runners-up.

In the Scott-Paine Championships, held at Hereford, Locking finished fourth. A.A. Taylor (97th), A.A. Drummond (99th), A.A. Manning and A.A. Norton (both 100th) won their respective divisions. A.A. Hawkswell (99th) was a runner-up.

The four Scott-Paine champions represented the Royal Air Force in the Imperial Services Boxing Association Junior Championships at Cosford. A.A. Drummond was the runner-up in his division, a very creditable performance.

Since the junior entries are taking a considerable and active interest in boxing the prospects for next season seem bright.

# CROSS COUNTRY

**Fixtures :— Played 8 Won 2.**

Cross country fixtures were difficult to obtain last winter with no less than five matches cancelled by opponents who were unable to raise teams. The lack of fixtures did not help to maintain a healthy and vigorous club.

Despite the lack of competition, the Club ran well in the Somerset County Championships, finishing second in the Junior event (21 to 18 age group) and third in the Youth event (18 to 16). The Club did almost as well against much stronger opposition in the South Western Counties Championships. The Junior team excelled itself to finish third to Swindon A.C. and St. Luke's College, Exeter. The Youth team finished fourth in its event, Clark (96th Entry) winning a medal for individual third place.

In the R.A.F. Schools' Championship, Locking did not do well. The Youth team could only finish fourth at Hereford, though Watling (97) finished an individual third. The Junior team were soundly beaten by Halton in the older age-group event.

The outstanding runner of the season was again Evison (91). Clark (96) and Watling (97) also ran strongly throughout the year. Many others ran well particularly in the 96th Entry. The 96th Entry won the inter-entry event and helped B Squadron win the two inter-squadron events. Very little interest in cross-country running was shown by those in the 92nd, 93rd and 94th Entries.

Although last season was an indifferent one, the new blood in the 100th entry promise better results next year.

# ASSOCIATION FOOTBALL

**Played 26 Won 16 Drawn 3 Lost 7 Goals for 110 Goals against 69.**

The season's results, while reasonably creditable, were spoiled by the unavoidable absence of key players at certain times. For instance, the first three matches of the season were played while the 93rd, 94th, 95th and 96th entries were at summer camp. All these matches were lost decisively. When summer camp finished, the team was back to full strength and played the next fifteen games without defeat. The sixteenth game was lost 2—3 while some of the team were away at the winter games at Cosford. For most of the remainder of the season the team was very successful, but when the 92nd Entry passed out, several key players were lost, and this put paid to our hopes of winning the League cup.

## ROAD WALKING

The club entered many events during the season and had considerable success, not only as a team, but as individuals.

In the Somerset County Championships, Locking entered two teams, the "A" team winning first place and the "B" team coming in second. With regards to individual performances A/A Doughty (93rd) was in first place, A/A Baronne (96th) was second, equal with A/A Burns (99th).

The team that entered the Chippenham to Calne Six miles event was comprised of A/A Platt P., A/A Platt N., A/A Baronne A/A Burns and A/A Munro.

In the R.A.F. Hullavington 8.4 miles invitation race, Locking obtained 3rd place with A/A Doughty in 12th position, A/A Burns 13th and A/A Horn in 14th position.

Considerable success was achieved in the R.A.F. 7-mile championship. The "A" team obtained 4th place whilst the "B" team came 8th. The apprentices representing Locking in this event were, A/A Baronne, A/A Platt, A/A Horn, A/A Burns, A/A Favell, A/A Furzer and A/A Doughty.

A number of the team were successful in obtaining their "6 miles in one hour" badges. They were A/A Doughty, A/A Baronne, A/A Platt N., A/A Platt P., A/A Burns, A/A Horn.

## SWIMMING

The season opened with our annual match against Sidcot School which, as usual turned out to be a most enjoyable fixture. The apprentices won the swimming comfortably but the diving honours were shared.

The Inter-Schools swimming was of course the major event of the year. Unexpectedly this was won, for the second time running, by Locking. This, incidently is the first time that any school has won the competition twice in succession. We obtained first place in all the individual events with the exception of the 100 yards butterfly and the diving. A.A. Walker won the 100 yards breast-stroke, A.A. Farmer won the 100 yards back-stroke, C.A.A. Tyndall won the 100 and 440 yards free style, A.A. Gunson came second in the 100 yards butterfly and A.A.'s Izzard and Walker came third and fourth in the spring board and high board diving respectively. Luckily by the time the water polo came round we had built up a considerable lead, because, as usual, we obtained a bye in the first round and were knocked out in the second round.

The season closed with a polo match against the newly formed R.A.F. Colerne team whom we beat 7-2.

Throughout the spring of 1962 A.A. Walker has brought credit to Locking by swimming breast-stroke for the R.A.F. team.

This year under the same able management of Squadron Leader Hebborn we hope to be able to repeat the successes of 1961.

# SQUASH RACKETS

The results of last season's encounters against other youth schools make dismal reading. Suffice it to say that we lost. Squash suffers at Locking from playing second fiddle to the major sports. The standard of play, however, continues to improve. C.A.A. Lewis played several times for the station team, no mean achievement as squash is a game which requires some years of play before any real proficiency is acquired. This necessity for experience was illustrated very clearly when the station team defeated the wing despite a handicap of 6 points in every game.

Finally, let me recommend squash to those who wish to keep fit and have a limited amount of time at their disposal. If they look for proof, they need seek no further than the Commandant, who uses this method to some effect, as many of us are well and sometimes painfully aware.

# CANOE CLUB

The Canoe Club, now in its second season, is hoping to repeat the excellent results of last year, when we won a total of five cups, and four medals.

We are still hoping to become the first youth school to attempt an English Channel crossing, but as yet no firm plans have been made for the present season.

An attempt was made at summer camp to introduce all apprentices to canoeing. While the experiment was a big success, we are still repairing damaged canoes!

The first colours to be awarded to an apprentice for canoeing were won by C.A. Herbert (93rd Entry) for his outstanding results of last season. He now takes on the task of club captain for the coming year.

## RESULTS

**Taunton Canoe Race** (organised by the S.W. area of the C.C.P.R.)

### 6 Miles Senior Doubles

1st A.A. Stevenson and A.A. Speechley 90th Entry.

### 6 Miles Senior Singles

1st C.A. Herbert 93rd Entry.

### Bradford-Chippenham Canoe Race

#### 20 Miles Senior Singles

1st C.A. Herbert 93rd Entry. Record time of 4 hrs. 28 mins

#### Junior Doubles 6 Miles

2nd A.A. Grant and A.A. Collis 96th Entry.

3rd A.A. Marr and A.A. Godfrey 96th Entry.

Both these pairs broke the existing course record.

#### Senior Doubles 20 Miles

A.A. Barrone and A.A. Wyles were unplaced, but were awarded certificates of commendation for their fast time.

## RUGBY

Both teams have had a good season, with many fine team and individual performances. The 1st XV did very well to defeat Arborfield Army School and H.M.S. Collingwood, and also to defeat their local rivals Weston Grammar School. The points table belies the fact that some extremely good matches have been played against more experienced teams such as Bath 'A' and Newport Athletic Youth. Newport had previously beaten the R.A.F. Colts team by 39 points to nil, but defeated the Wing 1st XV by a narrower margin.

The loss of six 1st team members, on the passing-out of the 91st Entry, was felt at first, but the team soon settled into an efficient side. Outstanding were A.A. Hancock (95th); L.A.A. Hankey and A.A. Smith (96th); L.A.A. Pyle (97th) and A.A. Jenkins (98th).

These players had also been selected to play for the R.A.F. Youth team against Newport Colts and East Midland Colts. A.A. Williams of the 99th Entry was also selected to play for the Somerset Youth Team.

The 2nd XV did exceedingly well in winning the R.A.F. Youth Rugby Tournament, beating R.A.F. Hereford in the final, which was played at Halton. Despite the age of the side they have won most of their matches and I feel with the valuable experience gained they should adequately fill the gaps in the 1st XV caused by Entries departing this summer.

I express my thanks to Squadron Leader Goddard Flt./Lt. Saxby and Flt./Lt. Peters, who have given up so much of their time on Tuesday and Saturday afternoons to referee, advise and support us. Thanks also to the P.F.O. and his staff for their continued support and encouragement.

## 303 SHOOTING

This season we are entering 3 teams in the Apprentice and Boy Entrant Shoot at Bisley, in June, where we hope to repeat last season's success, in which the individual prize was won by A.A. Moore of C. Squadron and A.A. Russell A. Squadron was second. Practices are held on Tuesday afternoons under the supervision of Flt./Lt. Thompson and whenever possible we use the Yoxter range where we can fire up to 500 yards.

Last season colours were awarded to A.A. Brewer and A.A. Russell of A Squadron.

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# MODEL AIRCRAFT CLUB

The Locking Model Aircraft Club, whose club room is in the Locking Society Building, had been sadly lacking in members until a few months ago, but nevertheless has done quite well in contests over the past year under the supervision of F./O. Dagger and, since Christmas, Mr. A. G. Smith.

Last May, at the R.A.F. Model Aircraft Association Championships at R.A.F. Debden, A.A. 'Doc.' White (93rd Entry) and A.A. Johnny Richards (92nd Entry) won the  $\frac{1}{2}$ A Team Race event.

At the Northern Heights Gala at R.A.F. Halton, in June of last year, one of our more active members A.A. Foster (97th Entry) came fourth in the 'Scramble' event and later on in the year 'Doc.' White reached the semi-finals of a combat contest at R.A.F. Wellesbourne.

With the arrival of the 99th Entry came a large interest in Radio Controlled flying in both Multi and Single channel classes, and a good contest team is rapidly developing.

Renewed interest has been shown in the combat circle and the local Model Flying Club, Weston Controliners, are to be thanked for their co-operation in providing combat opponents for contest practice.

Speed,  $\frac{1}{2}$ A Team Race and Scale also enjoy a prominent position in the activities of the club, while Stunt and Jet models have a small but enthusiastic following.

In recent weeks the club has been completely re-organised and a state of cleanliness never before seen in an aeromodelling club-room has been achieved under the supervision of Mr. A. G. Smith.

In closing we should like to thank F./O. Dagger for his services to the club during his reign of office and wish him a peaceful retirement from the ups and downs of running an Apprentices' Aeromodelling Club.

# DRAMATIC SOCIETY

As most people will be aware, the last production of the Dramatic Society was 'Dear Charles', a comedy translated from the French by Alan Melville. The play was performed as part of the Technical Training Command Drama Competition and was much enjoyed by the audiences, which were unexpectedly small. The result of the competition has not been announced at the time of going to press.

All apprentices are reminded that they are always welcome to participate in the productions of the Dramatic Society, whether as actors, stage-hands or merely as members of the audience. Those who are interested should contact Sqn. Ldr. W. Price or Flt./Lt. G. Shore in No. 3 (T) Block.

# APPRENTICE LITTLE THEATRE

Following the success of our last play (How Appsurd) at Easter of last year, all members of the apprentice Little Theatre were determined to put on another show possibly by Christmas. However, this was indeed a task, for our script writer Flt./Lt. Gardner and director Sqn/Ldr. Tinline had left for other territories.

Undaunted, F./O. and Mrs. Nesbitt rose to the occasion and write up a new play (words and music!) adapted from 'The Three Musketeers' by Guy de Maupassant. It was charmingly written and the tunes were very catchy. I am sure it took them many hours of hard work to complete.

During September, a cast was assembled and rehearsals commenced. Unfortunately at first, difficulties arose over the leading female parts. This was overcome in the following month. With the rehearsals now under way, progress was slow, as we had lost most of our veteran actors, but with each rehearsal confidence was slowly gained, especially by the younger members.

By this time it was nearly Christmas, and so it was decided to postpone the performance, as progress had not been sufficient, until around Easter when the cast would have had more experience.

After Christmas it was revealed that we had only about £6 to spend on props, and the Locking Society could not help us out of our financial difficulties. At the same time the Station Dramatic Society decided to put on a play of their own for Easter. This rather left us in the cold as their scenery was in the process of being erected on the stage making our rehearsal nights more difficult.

The final blow fell. One of our leading ladies could no longer participate, and as there was no time to find another girl to take over, it was decided to tide over the play and to start again from scratch in the summer term of 1962. This was indeed unfortunate as such a lot of work had been put into the play, fruitlessly as it seemed. We must however hope that when we start again there will be a much greater effort on the part of all members of the cast. Without this effort I am afraid more time will be wasted in the production of this play.

A special vote of thanks must be given to Flt./Off. and Mrs. Nesbitt for their tremendous effort and to Messrs. Owen and Bowen for all their hard work on the sets. I should also like to thank all those members of the cast who turned up regularly, for rehearsals, and who put a lot of work into their parts.

A warm welcome will be extended to any apprentice who has an interest in amateur dramatics and who would like to join the apprentices' Little Theatre Company.

# APPRENTICE HANDICRAFTS CLUB

As in past seasons the predominant feature of the club activities has been the regular, and apparently unending succession of handbuilt radio and gramophone cabinets. Others have been a little more imaginative, and have made such articles as writing cases and book cases.

Woodturning has maintained its popularity. This year a class in turning was organised and ran for several weeks. It is hoped that this class will be repeated next Winter with even better support. A.A. Tookey and A.A. Horrobin each entered fruit bowls in the R.A.F. Handicrafts Competition. Unfortunately the competition results have not been announced at the time of going to press.

All apprentices are once again reminded of the activities of the club. Full facilities are provided for general woodworking and woodturning. Why not come along and whittle away an hour or two ?

# APPRENTICE MUSIC CIRCLE

During the Winter Season the Colston Hall, Bristol, has once again been a popular venue for members of the Music Circle. The season started well with a performance given by the Bamberg Symphony Orchestra, the highlight of this concert being the playing of Tchaikovsky's 5th Symphony.

Since Christmas the concerts have remained on a light and popular style. At the end of January a concert in aid of the Royal Air Force Benevolent Fund was given by the Royal Philharmonic Orchestra. As befitted the occasion, the Tchaikovsky programme was introduced and concluded with rousing performances of the Royal Air Force March Past. During the well attended performance Tamas Lindars, the Hungarian pianist played Tchaikovsky's 1st Piano Concerto. The season closed with a second visit of the 'Royal Phil.' this time conducted by Anatole Fistonlaidi in a light and varied programme once again finishing on a Tchaikovsky note with the 4th Symphony.

We look forward to more enjoyable concerts next season at Bristol. The handbills are already advertising eight concerts, three of which will be given by foreign orchestras.

# CAVING CLUB

Members of the Caving Club have had a full and interesting time over the last few months. Besides weekly trips to the caves in the Mendip Hills, visits have been made to North Wales, Lancashire and Yorkshire. These visits, normally at week-ends, have been made possible by the hospitality of the Mountain Rescue team attached to Royal Air Force, Stafford.

In North Wales, base camp was set up at Llangynog, near Welshpool, and was so well concealed that we had to enlist the aid of the local postwoman to find the team at all. A twelve mile walk over hills lashed by rain and wind soon showed that the life of the Mountain Rescue teams is not all glory.

The trip to Thanet Bridge in Lancashire proved to be a battle with the elements. But for the nearby barn, which served as a dormitory, and the local inn, where a roaring fire welcomed us, life might have been very unpleasant. (A rescue team is usually sited near to an inn, primarily for easy access to a telephone but also for more conventional reasons.) A few of us, with help from the team, managed to climb Ingleborough, the local Everest, but the weather ruled out much of our planned itinerary.

In Yorkshire, we visited Edale and Holmfirth. At Edale, near Castleton, our most interesting descent was into 'Suicide Pot'. At Holmfirth, we followed the Roman military route along the Pennines for fifteen miles. Here too, we experienced the thrill of abailing down a one hundred foot cliff.

Closer to home, our most interesting venture has been the digging of a new cave found in Rickford Village. In future we hope to stay out longer on Tuesdays so that caves such as Swilden's Hole may be more fully explored. We are always ready to take out anyone who wishes to see the inside of a cave; for those who dislike the idea of hard work there is information at our clubroom in the Locking Society Building.

# 99999999 A.A. PRISE-KNITT, A.I. EPISODE 1

This young man is a sprog, in fact, THE sprog. If one were to analyse, synthesise and distil all the separate component ingredients of sprogger, Ahasuarias Inigo Prise-Knitt would be found to conform down to the last lunatic detail. The first sight of this outstanding young man bursts upon the view with the impact of a nuclear thunderbolt—it rends the retina and baffles the brain. From the horizontally sported beret to the truly prodigious boots the total impression gained is that of a dandelion seed, restrained from flight only by being anchored to a couple of pill-boxes, each about the size of the British Museum.

You may dismiss my poor efforts at pictorial delineation with a shrug, reflecting wisely that Ahasuarias Prise-Knitt is probably a technological genius, a veritable comet in the electronic ether. Oh brother! 'Like you made a boob!' Reports from a succession of disillusioned, gibbering headmasters indicate that no amount of persuasive, patient pedagogy has yet been successful in eliciting the faintest flicker of intelligence from our young friend.

Since his arrival at Locking, Ahasuarias has created no little stir. He is the only apprentice, in the memory of one of our most experienced drill instructors, who is able to surpass the fairly common fault of swinging right arm and right leg together. Ahasuarias swings both arms simultaneously! The explanation, as he gave it to the dumbfounded D.I., was that, as his eyes were set rather close together and, furthermore, had a slight but permanent inward squint, he could scarcely be expected to watch both arms at once! (We understand that the unfortunate N.C.O. has remustered as a member of the mountain rescue team in the Western Isles.)

You may be wondering at this juncture how A.A. Prise-Knitt managed to pass the Air Ministry examination. The short answer is that he never took it. You see, Ahasuarias's brother Alf is a grade I track official of the International Association of Punt Racing. It was entirely due to the assistance of Alfred Iggens Prise-Knitt that an S.A.A. in the senior Entry won a packet at last year's big meet. (We are not permitted to divulge the name of the S.A.A., who subsequently bought himself out of the service and is now running a clip joint in Florida.) Anyway, being as one good turn deserves another, the direct entry of Ahasuarias into the Apprentice wing was assured.

And so, gentlemen, we have in our midst the biggest training risk since P.O. Prune. The career of this apprentice is sure to be full of moment. Do not fail to read the cataclysmic disclosures of our next episode!

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# "THE THIN EDGE OF THE WEDGE" No. 1

MR. A. J. PARNELL

(Civilian Radio Instructor—No. 3 (T) Block)

On the sixth of February, 1923, a boy of sixteen reported to Royal Air Force, Halton, for attestation as a member of the third Entry of boy mechanics, as aircraft apprentices were then called. This boy later became 363693 A.A. Parnell A.J., being posted, after initial training, to the Royal Air Force Wireless and Electrical School at Flowerdown near Winchester to undergo three years of training as a wireless operator mechanic.

The uniform worn by Aircraft Apprentice Parnell in 1923 consisted of a Kakhi tunic with leather buttons, kakhi trousers and puttees. The boots issued were ammunition boots, which were heavily greased and browned with dubbin to preserve them. This uniform was used for work and routine drill parades. A best blue uniform, consisting of tunic, pantaloons and puttees was also issued but was worn only for special occasions. It is interesting to note that the winding of puttees was a precise and often frustrating task. The puttees were wound around the leg from the ankle upwards and the seam at the top of the puttees had to coincide exactly with the seam of the pantaloons. Many an apprentice returned wearily to his billet, after being refused permission to leave the station, because his puttees were incorrectly wound.

The daily routine differed in only a few items from that of the modern apprentice, but how shaken the apprentice of 1962 would be, if faced with a typical day in the third Entry! Reveille was sounded at 0630 hours and was followed by fifteen minutes of P.T. at 0645. Breakfast and billet cleaning took place at 0700. At 0800 the entire school paraded for the hoisting of the colour and technical instruction commenced at 0830. This continued, except for N.A.A.F.I. break and luncheon until 1600. After tea there was a drill parade at 1715, which finished at 1745, except for those miscreants who, as defaulters, received extra punishment drill and cookhouse fatigues. Still call was sounded at 2130 and was followed at 2145 by prayers, each lad being expected to kneel by his bed for a short time. Lights out came at 2200.

Several changes affected the apprentice when he reached the age of eighteen. He was issued with webbing and a rifle, discarded his coloured hat-band and cartwheel and was permitted to use the airman's N.A.A.F.I., including the bar. He was also permitted to smoke but, on the debit side, became liable for guard and sentry duty. His pay rose from ten shillings and sixpence per week on entry to twenty-one shillings. The apprentice still remained under instruction at the school, however, until his course was completed.

To further his general education, the apprentice of the third Entry took courses in mathematics, physics, engineering drawing, English, geography and history. In the workshop he was taught such things as filing, turning and the heat treatment of metals. He was also given instruction in morse signalling with buzzer, flags and the Aldis lamp, as well as semaphore. Radio principles, electrical principles and the circuitry of R.A.F. equipments made up the remainder of the training syllabus, although general service training was also given. (One of A. J. Parnell's instructors at Flowerdown was Mr. C. A. Cleverly, whom many will remember as workshops supervisor at Locking until his retirement early this year.)

The only apprentice N.C.O. rank existing in 1923 was that of Leading Apprentice. At pass-out the apprentice who achieved over eighty per cent. became an L.A.C., with a chance of immediate promotion to corporal. Those who scored between sixty and eighty per cent. passed out as A.C.1., while those below sixty but above forty became A.C.2.

In 1926, 363693 A.C.1. Parnell, A.J., was posted to the School of Army Co-operation at Old Sarum as a member of No. 16 Squadron of Army Co-operation. There he took the trade test which earned him promotion to L.A.C. He recalls that the Signals Officer at his unit was amazed at the difficulty of the questions he was required to answer. The Air Force was not yet accustomed to the high standard of training which was given to even these early apprentices. L.A.C. Parnell's squadron commander at this time was Squadron Leader Coryton, who later reached air rank. The squadron devoted great energy to standardising and making rapidly interchangeable the equipments with which the various aircraft were fitted. Some aircraft were fitted with continuous wave radio, which could be used to transmit only morse signals. Others were fitted with the T.32 transmitter, an intermittent continuous wave set,, which also transmitted only morse. Others again were equipped with the high frequency T.25 transmitter and R.31B receiver. The T.32 transmitter required its own special generator, while the remainder were powered by common, wind-driven generators. The squadron was able eventually to fit any of these equipments to any of their aircraft within a very short time, usually within fifteen minutes. Another development within the squadron was the fitting of crude, remote, tuning controls to enable a pilot to operate the T.25 and R.31B radio telephone transmitter and receiver from the cockpit of his aircraft, a considerable advance at this time.

For the benefit of the technically minded, the circuits employed in the equipments in service at this time were as follows. The T.21 continuous wave transmitter used two triode valves strapped in parallel as a Meissner oscillator. The T/F receiver, which was a regenerative receiver with reaction control, used a leaky grid triode detector and two single-stage triode audio-frequency amplifiers. The T.25 was an anode modulated radio-telephone transmitter using two triodes, one the modulator, the other the oscillator. The R.31B, a seven triode valve super-

heterodyne receiver, employed one stage of radio-frequency amplification, a mixer, a local oscillator, two intermediate-frequency amplifiers, a detector and an audio-frequency amplifier. Both the T.25 and the R.31B were very secret at this time since both sets operated at high frequency and the receiver employed the first dull emitter valves in service.

The task of the Army Co-operation squadrons at that time was two-fold, to prepare for both static and mobile warfare. The former involved battery spotting of enemy artillery, for which the R.A.F. supplied an operator with a Mark III crystal receiver. The squadron aircraft would then locate the target and direct the guns of the friendly artillery. For close co-operation with a mobile column the R.A.F. would supply a radio-telephone tender, fitted with T.25 and R.31B and manned by a corporal and one operator. The squadron aircraft would then report the position of opposing troops or reconnoitre given areas of ground, as directed by the Army commander. This latter task was one which continued into the second world war. (It is interesting to note here that some of the crystal sets used at this time employed the silicon 'cat's whisker' crystal, which has since been reintroduced into centimetric radar work.)

In 1928, A. J. Parnell was posted to H.M.S. Vindictive, as a member of No. 444 Flight of the Fleet Air Arm. Here he became the radio mechanic in charge of all the radio equipment owned by the flight. No. 444 Flight was a catapult launching development flight Aircraft carriers like the Eagle, Ark Royal, Courageous and Glorious were already in existence with conventional flight decks, but No. 444 Flight was concerned with the catapult launching of aircraft from cruisers.

In 1931, A. J. Parnell was posted to No. 2 Army Co-operation Squadron at Manston; thence in 1932 he went to No. 208 Army Co-operation Squadron at Heliopolis in Egypt. Here, while serving as a corporal, he was stricken by a most untimely onset of arthritis, which sadly necessitated his medical discharge from the uniformed ranks. But A. J. Parnell's connection with Royal Air Force was not severed. In October, 1932, he joined the instructional staff of the Electrical and Wireless School at Cranwell, whither the school had moved in 1929. There initially he taught aircraft servicing and air operating.

Since 1932, Mr. Parnell has been constantly with the school as it moved from Cranwell to Locking and changed its title to the present one of No. 1 Radio School. Many apprentices have had reason to be grateful for his able and patient teaching, especially those who have missed instructional time through sickness and those who, perhaps less gifted than the average, have fallen behind in their work. 363693 Boy Mechanic Parnell, the erstwhile 'sprog' of the 3rd Entry, has now completed almost forty years of service to the Royal Air Force, nine in uniform and thirty as a civilian instructor. It is a matter of great pride and great encouragement to No. 1 Radio School that the apprentice of 1962 can still be inspired and encouraged by one of those who helped to build the apprentice tradition.

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# THE CHALLENGE OF OUR TRADITION

During the night of 28th/29th November, 1942, Flight Sergeant R. H. Middleton, an Australian pilot of No. 149 Squadron was to take part in an attack on Turin. He had the utmost difficulty in coaxing his Stirling bomber over the Alps. The fuel used in gaining the necessary height was excessive; whether there would be enough left for the return journey was very doubtful. Middleton went on.

Flying low over Turin in pitch darkness, his aircraft was hit by flak. A shell burst in the cockpit; Middleton's right eye was destroyed and the second pilot and the wireless operator were severely wounded. Middleton immediately lost consciousness and the Stirling, out of control, dropped rapidly towards the ground. At 800 feet, the second pilot regained control, climbed to 1,500 feet and released his bombs despite repeated hits from the Italian ack-ack. Flight Sergeant Middleton then recovered consciousness and took over. The aircraft was heavily damaged, there was no windscreen and very little fuel; all the crew were heavily wounded. The Australian pilot shrugged off these difficulties and set course for home.

Incredibly, his courage was rewarded by almost total success. The shattered aircraft scraped hazardously over the Alps, crossed France and despite yet more damage sustained over the French coast, reached England. Only five minutes' fuel remained. It was impossible to land the aircraft, so Flight Sergeant Middleton flew along the coastline and five of his crew safely baled out. The other two refused to go. Middleton intended to ditch the aircraft off shore, if he could, but presumably his fuel ran out. The bodies of his two companions were recovered the following day but it seems that the courageous Australian went down at the controls of his aircraft.

Flight Sergeant Middleton was posthumously awarded the Victoria Cross. The citation read: 'His devotion to duty in the face of every danger and difficulty is unsurpassed in the annals of the Royal Air Force.'

No man really knows how he would face danger, but what do you imagine you would have done on the night of 28th/29th November, 1942 ?

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# H.M.S.S. LANCASTER

or Per Ardua Ad Astra Vi Steam ?

MR. F. ABERCROMBIE (Civilian Education Officer 3 (T) Block)

After the Middle East crisis in 1958 it was decided to investigate the possibilities of aircraft propulsion by steam, and a team was collected together under the project Hydrothermal Aeronautics. A Lancaster aircraft was considered to be the most suitable type for this modification due to its stability and size. Eventually the following items were assembled on a home counties disused aerodrome.

- 1 Lancaster.
- 1 Steam Roller.
- 20 Tons assorted grades of coal.
- Assorted girders etc.
- 500 gallons of petrol.

The last item was discovered on the airfield, presumably having been forgotten when the station was closed down in 1946.

The steam roller was stripped of its chassis, and wheels etc. and given a major inspection, the appropriate schedule being obtained from the local Urban District Council. The two inboard power units were removed from the aircraft and the nose section removed as far as the leading edge of the mainplane. The steam engine was placed in the normal crew's position, and the crew moved back to the wireless operator's place. The inboard petrol tanks were removed.

The steam engine was placed sideways, so that the flywheel was in line with the bosses of the two remaining airscrews. A large airscrew was fitted to the flywheel, thus producing in effect a three engined aircraft. This necessitated turning the firebox through 90 degrees to facilitate stoking; also extra control rods and linkages were fitted for the pilot. The intention was to use the two outer petrol engines, for take off, plus the steam engine as a sustainer motor. In view of the extra weight, it was calculated, that a speed of 60 knots, using the steam engine only, would be more than sufficient to keep the aircraft airborne.

An aircrew had previously been trained by British Railways, the pilot acting as driver, and the wireless operator and flight engineer as stokers, on alternate runs. Having successfully brought a scheduled train in to time at Liverpool Street, they were considered to be well trained. It is understood that this run has been considered miraculous by some of the regular travellers to Liverpool Street.

On the first trial run, the Lancaster achieved a speed of 5 knots and in addition a large amount of lit ash was deposited on the mainplanes, thus constituting a fire hazard, this ash also entering the two outboard engines.

It was decided that the speed of the airscrew would have to be increased, and to accomplish this, a gearing assembly was fitted. The funnel was also modified, so that it lay parallel to the fuselage, and ran along the root of the the port mainplane. On a second trial run, with both signaller and engineer stoking, a speed of 65 knots was obtained, although the temperature inside the aircraft became rather high.

A trial flight was then attempted which was to consist of one circuit. The aircraft became airborne successfully, and the petrol engines were feathered, the aircraft remaining airborne under its steam power.

When the pilot attempted to land the aircraft, the connecting rod throttle broke, and it became impossible to reduce speed. As the only solution was to reduce the water temperature, the engineers shovelled out the fire to hasten this process. This proved to be satisfactory and the speed was reduced sufficiently to enable a landing to be attempted. The aircraft then landed perfectly, but unfortunately some of the jettisoned fuel had fallen on the runway, and the aircraft, sustaining two tyre bursts, swung off the runway and became a total loss. There was no loss of life, as the boiler burst, and put out the fire that had started.

The project was abandoned, and the team have now dispersed to their various duties in the Ministry of Aviation.

## Absent Friends

As this is our first edition, we don't have any. But we hope to have many by the time we next go to press. We appeal to the thousands of ex-apprentices who graduated from Locking to write to the editor. If they will tell us where they are, how they are and who else is there, together with entry details, we shall be able to keep them informed of the whereabouts of their friends and acquaintances. Postings, promotions and marriages are all grist to our mill. We shall also be delighted to post copies of the Review to those who desire them (price 2/6d., post free).