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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.



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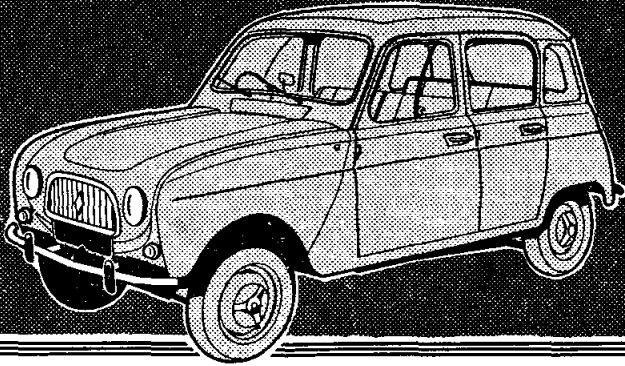
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## EDITORIAL

In this, the third edition of our magazine, we have tried to bring in some more improvements.

However we are not satisfied as yet, and we hope to increase both the standard and the size in the near future.

But we need more contributions from apprentices and ex-apprentices of all ranks. We also hope to enlarge even more, the information and news concerning former pupils of the school.



# A MATTER OF CONSCIENCE

The time was 7.30 a.m. Sam Braid, the milkman had not delivered the milk.

They looked at one another. The light on that cold November morning was beginning to peep past the edges of the curtains. Mrs. Buckley saw her husband run his finger across his long nose—a considerable feat—and watched him sneeze into the top sheet. “I wish he wouldn’t do that,” she thought. “Particularly this morning.” Aloud she said “I’m worried.”

“For heaven’s sake woman take yer curlers out, comb your hair and stop worrying. Everything will be all right”.

“No. I don’t like it. There’s something funny up. I can feel it in my bones.” As if to prove her point Mrs. Buckley jumped out of bed, vigorously rubbed her arms, then her legs with fingers that were almost blue with the cold. Quickly she took off her long nightgown and wrapped a bath-towel around her.

“She’s daft” her husband muttered to himself and he crept deeper under the bed clothes where there was more warmth. He could hear her now in the bathroom, cleaning her teeth. He hated those teeth which stared soullessly from a cracked glass when he went into the bathroom last thing at night. Alf Buckley was not a very imaginative man but those teeth always bothered him. His mind wandered to the milkman and he could see him bending down, his white coat up in the back and down in the front putting the milk-bottles on the doorstep of that big old house with the red door. “My god, Braid deserved it”. Mr. Buckley whispered fiercely.

“Who deserved what?”

He hadn’t noticed her standing by the bed and now she towered over him. Her eyes looked anxiously at him. She clutched her towel to her as if for protection.

He stared back at her. “You’ll catch your death of cold, put yer clothes on” he said quietly. He could see she was trembling, shivering, and he knew that she was afraid. For the first time in 20 years she was afraid of him.

“He was here yesterday, wasn’t he?” and he looked her straight in the eye. She nodded.

“He was here for an hour, wasn’t he?” She nodded her reply again.

He knew now for sure, and strangely he felt pleased. Slowly Mr. Buckley got out of bed and began to dress.

Mrs. Buckley dressed quietly in the far corner of the room.

Nothing had been said for several minutes. Mr. Buckley fastened his belt, looked at her, and marched briskly out of the room. "I'll expect my breakfast in ten minutes," he shouted as he stamped downstairs and out of the front door.

Mrs. Buckley hurried downstairs and made straight for the front door to get the paper, but Mr. Buckley must have taken it with him. She rushed into the kitchen and started cooking his breakfast. Normally he did this for himself, and she discovered that she didn't know what he wanted. She thought of 19 years ago and decided to give him the first breakfast she had ever cooked him. "Oh, my God," she thought, "I hope he's not done for him."

In panic she rushed for the front door, opened it, and looked down. The empty bottles were still there, the glass misty with the morning frost. She glanced up the road but there was no sign of the milk van. In the distance she could see her husband returning with a bundle of newspapers under his arm. She closed the door quickly, hoping he hadn't seen her and ran into the kitchen.

Mr. Buckley sat down at the table and placed the pile of newspapers carefully alongside his breakfast. She noticed his hand shook. Five minutes later, with no word spoken, he stood up and went into their dingy little parlour and closed the door after him, the papers under his arm.

Mrs. Buckley sat in her husband's chair at the breakfast table. The seat of the chair was still warm where he had been sitting. She gnawed her finger nails and nervously watched the parlour door, waiting. She knew all she could do was wait. She began to worry for herself and realised she had to find out more about the two hours her husband had spent away from the house the day before. Early in the evening, Mr. Buckley had gone out. He didn't usually go out at that time and when he returned she noticed that he was excited about something, and an unusual glint shone in his eye. She thought, too, how foolish she had been, involving herself with Sam Braid. She was afraid but now, strangely, not so much for herself but more for her husband. "I haven't felt like this since Alf went into hospital 12 years ago and the doctors thought he would die. My God what has he done? I can't stick this any longer." She found she was talking aloud. She felt embarrassed but pleased that even after the last four years' bickering and coldness she could still put her husband first. As she sat all these thoughts flashed through her mind and her heart pounded, as Sam Braid's and her husband's face appeared together in her mind.

She went to the hall cupboard and took out a coat. Quietly she put it on and slipped out of the front door. Her heels echoing off the railings, she hurried down the street to the corner where the newsagent was busily serving his morning customers on their way to work. Suddenly she saw it. There it was on the hoarding outside the shop crudely printed in rough charcoal letters. "Local milk roundsmen's body found." The cold black letters seemed to scream their terrible message to her. Mrs. Buckley clutched the railings. She wanted to cry out, but could only stand petrified.

Her mind was in a turmoil until, in a flash, she knew what she had to do. Her husband had done it for her. Her husband loved her and she him. She must show him. She must stand by him. She must go to him. As fast as her legs would carry her she ran home.

Breathlessly she burst into the parlour and, with tears streaming down her face, she threw her arms about Alf, knocking the paper he was reading from his hands. She held him close to her and, to her amazement, she heard herself pouring out words of love through her tears.

Alf soothed her, and in his usual, deliberate, unhurried way turned hysteria into calmness. But before she could bring herself to ask the many questions that she had kept back, panic struck again. She heard the car squeal to a stop outside the house and caught a glimpse through the window of the blue uniformed figure getting out of the car. "They've come for him," she thought. She quickly said to Sam, "Now don't forget you didn't go out yesterday, you were here with me all evening."

Mr. Buckley got up, passed the local paper to her and pointed at a column on the front page. As she took it the front door bell rang and he went out to answer it.

Mrs. Buckley looked at the paper and hand shaking, she read: "At 5.0 p.m. yesterday Samuel Braid an employee of the New Fresh dairy was found lying on the side of the road by Mr. Alfred Buckley, one of his customers. Later Mr. Buckley told our reporter that Mr. Braid was already dead when he found him. Police announced that foul play was not suspected. Mr. Braid had recently suffered two minor heart attacks."

Mrs. Buckley fainted. The time was 8.30.

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# OFF THE RECORD

During a recent survey amongst the Cafes and Clubs, the following records were found to be the nine most popular. The tenth, being a week old, has now been forgotten:

- (1) " Ah will lerv yew ergen " *Peggy Field*

Sung with versatility and clarity. In an interview recently, Miss Field stated that she had given up a promising career teaching elocution, in order to serve her public.

- (2) "Slobbering chops and blubbering lips" *Rychar Lee*

Another great classic from this American king of twitch.

- (3) " My Apprentice Lover " *Ella Fling*

This record, made by Ella in one of the forces' training establishments, has a background of the apprentice choir. It is this choir which gives the record its unique quality. We understand that Miss Fling has so far received £20,000 in royalties. The members of the choir were each given an extra boiled egg for tea.

- (4) " Kiss me again " *Cerise Worthington*

Another song belted forth in the great Worthington tradition. It is said that Melba could shatter a wine glass with her top note. Miss Worthington could probably cope with a galvanised iron tank.

- (5) " Down by the Juke-box " *Mark King-tyme*

" I dedicate this in all sincerity to my fans in the hope that it will provide a source of inspiration ", said Mark, just before visiting his barber for his monthly oil change.

- (6) " Moon-light Sonata " *The Sunshiners*

This classic is played with a beat on the electric guitar and provides a new approach to this type of music. We think that it might also have an electric effect on Beethoven.

- (7) " Widdecombe Fair " *The Flatnotes*

Uncle Tom gets the full treatment on this disc, and gamekeepers will be pleased to know that the Lincolnshire poacher has been successfully murdered on the flip side.

- (8) " Johnny Fair " *Coral Mills*

This record is remarkable for its clarity and melody and Miss Mills sings it well. During a recent television programme—Disc Judges—it was voted " out " with some scathing remarks. This was of course to be expected from such a distinguished panel, all of whom appear to have a great future behind them.

- (9) " Three minutes silence "

This disc, which is completely blank, is gaining popularity in some public houses and cafés. It may be withdrawn, however, due to the noise it provoked amongst the audience.



## CIVILIAN TECHNICAL OFFICER RETIRES

With the retirement of Wing Commander Kidd from his post as Civilian Technical Officer at Locking in January 1963, an almost legendary figure in the Royal Air Force faded from the scene of activity in a service with which he had been connected for over 38 years.

His career was long and distinguished. Joining the Royal Navy in 1909 as a Boy Telegraphist, he served in the Royal Yacht for the Indian Durbar tour in 1911; as a Leading Telegraphist in Admiral Jellicoe's flagship from 1913-1915; as a Petty Officer Telegraphist who was present in the Grand Fleet action against the German High Seas Fleet, off Jutland and, from 1917-1921, as an Instructor to naval officers and ratings in ship and shore establishments.



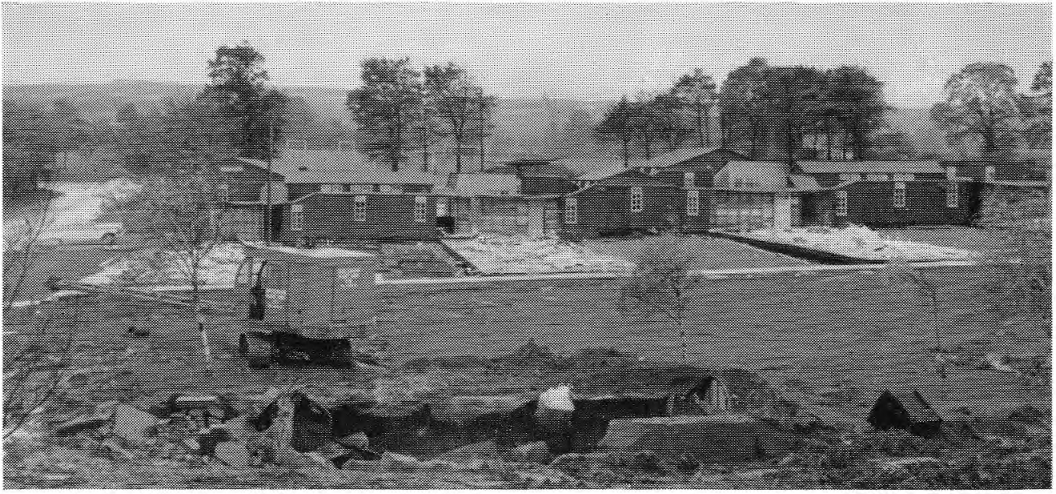
After retiring from the Royal Navy in 1922, he joined the Civil Service and in 1924 was transferred to the Air Ministry. Then began his long association with the Royal Air Force on his being appointed to the Electrical and Wireless School, R.A.F. Flowerdown, as an instructor to Aircraft Apprentices. In 1926 he became Technical Assistant to the Chief Instructor, and lecturer on electrical and radio principles and practice to Officers' Signals Courses. In this capacity, between the years 1926 and 1939, during which the school moved to Cranwell, Wing Commander Kidd taught many officers who were specialising in Signals, and a number of the present high-ranking technical officers, including our previous Commandant, passed through his hands. He was admitted Associate Member of the Institution of Electrical Engineers in 1930, and to full Membership (M.I.E.E.) in 1939.

In 1939 he went to the Air Ministry Experimental Station, Bawdsey, for a pioneer course on radar principles and practice in preparation for the vast expansion in training envisaged on the new and highly secret techniques of "R.D.F.", the code name by which it was then known. He eventually became C.O. of a School at Bawdsey for the training of R.A.F. and W.A.A.F. personnel as R.D.F. mechanics. In 1940 the training commitments and establishment were transferred to No. 9 Radio School, Yatesbury, of which he assumed command as a Wing Commander. With the entry of America into the war, No. 9 Radio School was called upon to train officers of the U.S.A. fighting forces in radar, a science which at that time was the sole prerogative of the Royal Air Force. The inception of radar training in the American forces is a proud claim of No. 9 Radio School under Wing Commander Kidd's direction. In 1943 he was awarded the O.B.E.

After commanding No. 8 Radio School at Cranwell he became, in 1944 a staff officer at Headquarters No. 27 Group until 1950 when he retired as a serving officer and became a Civilian Technical Officer at Locking.

Through his teaching and his training films, Wing Commander Kidd established a great reputation throughout the Royal Air Force for his teaching of radio principles and practice. His training experience is quite exceptional and he has assisted enormously in designing training syllabuses and training schemes to meet the ever changing developments in radio techniques and equipments of modern times. He is a member of the committee concerned with the publication of inter-service textbooks on radio technology which are rapidly establishing themselves as standard works.

During his lifetime he has actively assisted in productions of Gilbert and Sullivan and other light operas, and in dramatic work. He has also contributed to many a concert as a solo baritone. Perhaps the most remarkable thing which has struck those of us who have known him over the years is his apparent agelessness; he is as erect as ever and a wonderful example in poise and bearing to many less than half his age. His departure will create a gap at Locking of so unique a kind that the school must inevitably be the poorer for his going. He leaves with our gratitude for all he has done for the Royal Air Force and with our best wishes for a long and happy retirement.



**BEFORE**



**AFTER**

# THE REBUILDING DEVELOPMENT PLAN

## A REPORT ON PROGRESS TO DATE

Since my last article appeared in the Summer 1962 edition of the *Locking Review* many will have observed the considerable progress made with the plan to rebuild and develop R.A.F. Locking as a permanent peace time station.

Already the first twelve Aircraft Apprentices Barrack Blocks have been completed and are now fully occupied. However, until the last two have been constructed (in approximately 12/18 months time) the two Junior Entries will have to suffer the "rigours and hardships" of living in the huts adjacent to No. 1 Wing N.A.A.F.I.

Phase 2 is already under way, namely the provision of a new Apprentice Mess, Apprentice N.A.A.F.I. Club, a new Instruction Block and five new airmen's barrack blocks. The sites for these buildings have already been cleared and some 24-30 old black huts have "bitten the dust" to make way for bricks and mortar. By February 1964 all these buildings should be completed and occupied but until then it will be necessary to continue using the small S.H.Q. Mess for Junior Entry Catering as well as No. 3 Area Mess for the Senior Entries. The new Apprentice N.A.A.F.I. Club will be a two-storey building with the main restaurant, Lounge, Visitors Room and N.C.O. Rooms on the Ground Floor and the Games Room, Billiards Room and two T.V. Lounges on the first floor. There is no substance in the rumour that a lift is to be provided. As yet there is no definite news regarding the date for commencing work on the new Anglican and Roman Catholic Churches. Perhaps by the next edition it will be possible to give some details. The new P.M.U.B. Church however, was completed during the Summer and the Dedication Service was held on 6th September. Only those closely connected with the arrangements for the ceremony know how narrowly this target date was achieved!

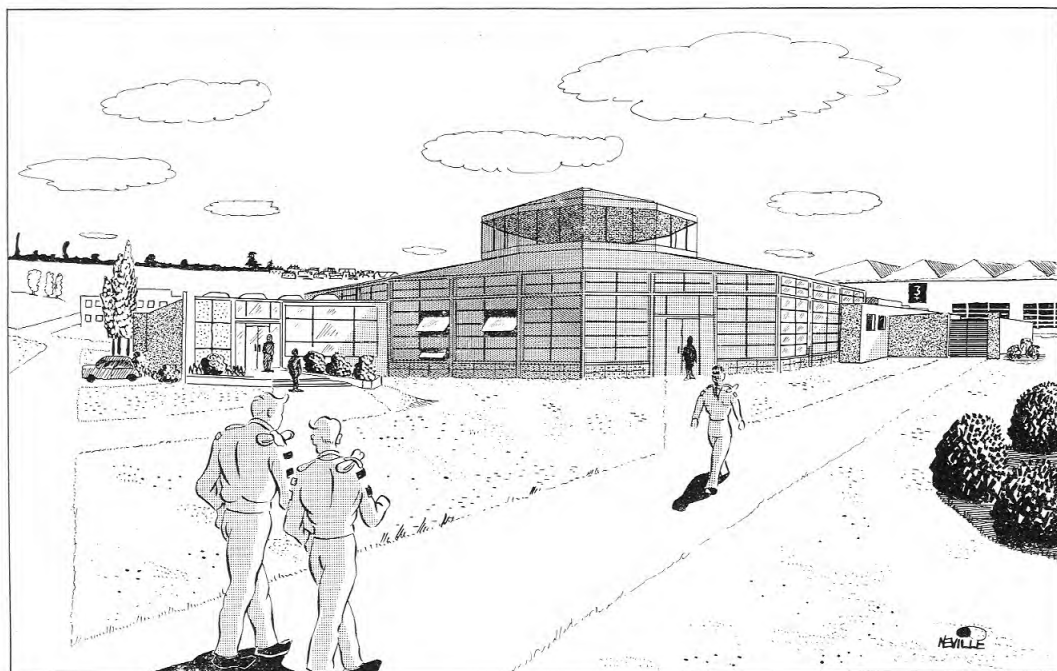
Very soon the eager eyes of all W.O.s and Senior N.C.O.s will be scanning the North East corner of the Western Sports Area, the site chosen for the new Sergeant's Mess on which work is due to commence very soon. Unfortunately it was not possible to persuade the contractor to build the bar first but there is every indication that it might contain the largest stock cellar on the Station! This building, which is designed to provide sleeping quarters for 50 Senior N.C.O.s will be two storeys and provide mess facilities for 180.

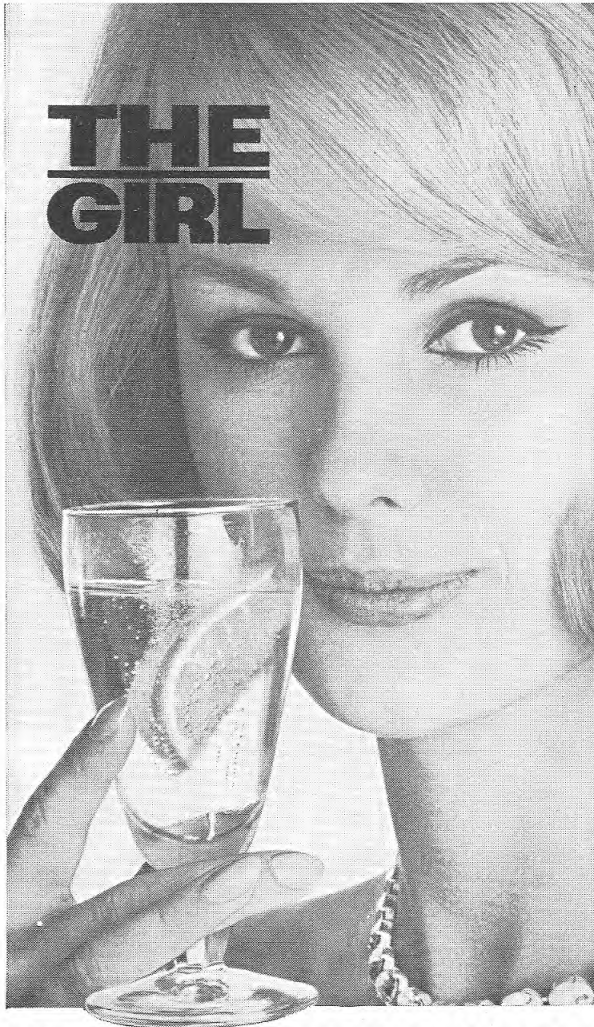
The next phase will include the new Airmen's Mess, new Airmen's N.A.A.F.I. Club and the new Gymnasium. In my last article I mentioned that it was planned to build a combined Gymnasium and Swimming Pool but since then, the Treasury has ruled that this must be done in two stages. Hence, the Gymnasium will be completed first and so designed that a Swimming Pool can be added at a later date.

As yet no plans are available giving details for the new Airmen's N.A.A.F.I. Club. However, should they arrive in time we will do our best to tell you about them in the next edition of the *Locking Review*. We have, however, been able to provide an artist's impression of the new Airmen's Mess and we think you will agree that this is a welcome break from the traditional design. With a structure comprising so much glass, there may be every reason for the Catering Officer to demand wholesale quantities of Barrack Damage forms, but the advantages of such a contemporary design and so much natural light will no doubt be welcomed by all, and we feel sure that although geometrically incorrect this building will quickly be nicknamed the "Pentagon."

Married Officers and Airmen patiently awaiting quarters will be glad to hear about the progress in this direction. The contract for 33 Officers' Married Quarters has now been let and construction will probably have begun by the time you are reading this. The site has been chosen for the additional 82 Airmen's Married Quarters and by this time next year we should see progress with this project.

Finally, a word about the new Running Track and Grandstand. The Airfield Construction Branch boys who are making the track for us were called away during the Summer to tackle an additional project with high priority and we had to be content with a two-month delay. However, we were glad to see them back early in October and, at the time of writing, there is no reason to doubt that the cinder track will be operational for a limited number of events in the next Athletics Season Year. This track, in conjunction with the new P.S.I. Grandstand, will add much to the amenities of this Station and make Locking the envy of the South West.





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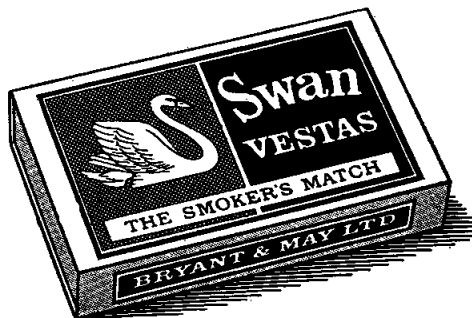
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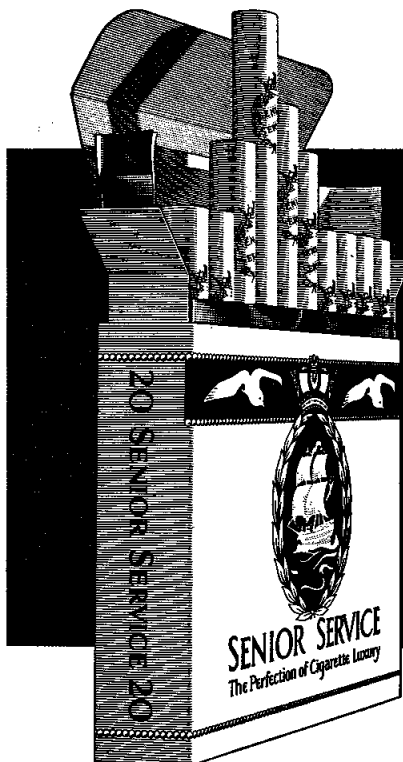


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# CANOEING IN SOUTHERN IRELAND

The expedition party which consisted of 13 apprentices, one Cpl. Tech. and one F/Sgt., was

Ex Locking            1700 hours, 11th August, 1962

Arrived Dublin      0800 hours, 12th August, 1962

Encamped, Howth 1200 hours, 12th August, 1962

The remainder of Sunday, 12th was observed as a rest period after the overnight trip.

On Monday, the Leader and his Deputy went to Dublin to arrange the transportation of the canoes from port to railhead, and thence to Monasteravon the starting point of the Expedition proper. On arrival at the British Railways dock, it was found that British Railways, in a mad moment of indecision, had placed the canoes in Customs bond, although customs clearance papers had been prepared by the Leader before the canoes had left England. It then took twenty-four hours to have the canoes cleared and released from bond. The Leader took possession of the canoes at approximately 1100 hours on Tuesday, 14th August, 1962. Transport (Goods Train) was then arranged with Irish Railways and the canoes were delivered at Monasteravon by 0800 hours on 15th August, 1962.

During the period 13th and 14th August, the Expedition personnel were engaged on swimming, climbing practice on cliffs, and sightseeing in Dublin. The climbing practice was supervised by the Deputy Leader who is an experienced climber.

On the morning of the 15th August, camp at Howth was struck and the Expedition personnel proceeded to Monasteravon, arriving at 1350 hours at the camp site. This stage was via the Curragh Camp which is an Irish Army Garrison. The camp site at Monasteravon was on the river bank, with fresh water within 50 yards of the site. There is ample ground (common land) for up to about 50 tents. The rest of the day, 15th August, was given over to canoe servicing.

Due to the delay of one and a half days in Dublin with the customs, it was realised that the day's average canoe mileage of 13 miles p.d. would have to be increased, so a new average of 17 m.p.d. was decided upon. It was also realised that, as normally, 17 m.p.d. would be rather hard work, and with our book knowledge of many weirs, rapids and waterfalls on the way, each day's stint would be rather exhausting. In view of this, it was decided that each day, three boys and the Leader or his Deputy, would walk the section for that day, so ensuring that everyone had a break from canoeing, so avoiding progressive exhaustion to peak of any member. This plan worked well, and proved to be a welcome break for everyone.

Whilst at Monasteravon, A. A. Woodcock managed to pierce his centre finger, right hand, with some wire from a fishing rod. The wire was right through his finger from palm side to back. The Leader took him to a Doctor in Monasteravon (200 yards) who removed the wire, supplied tea and whisky (yes, Leader as well) and also a supply of anti-bacteria penicillin tablets for Woodcock to take 3 t.p.d. for four days. The Doctor would not accept any payment for his services, although all this happened before eight in the morning. Woodcock was dosed daily as per directions, and did not have any trouble at all from the finger.

The parties, one by road, and one by canoe, left Monasteravon at 0900 hours, the day's objective being Carlow. The Road party reached Carlow without anything startling happening, and set up camp 2 miles upstream from the city. After an uneventful day, the canoe party arrived at the camp site at 1840 hours. They had met several Weirs which, due to their moderate state, proved to be, and were used as, good instructional areas. A small sandy beach adjoined the camp site, and the party enjoyed some good swimming. The river at this point is approximately 40 yards wide.

We left Carlow at 0730 hours the following day, the target for the day being Borris, 22 miles away. A rendezvous had been made, through the British Embassy in Dublin, with Sqn. Ldr. Cooper for 1100 hours on 19th August, 1962. The run to Borris was an exciting adventure-packed day's canoeing, during which we negotiated a 20 yd. 1 in. in 4 waterfall weirs, several other weirs, and numerous rapids. There was one casualty during the day and unbelievably, in calm water; A.A.s Bryant and Woodcock managed to overturn their canoe. How they managed this remains a mystery. However, after they were salvaged and made dry, we continued on to Borris, arriving at 2020 hours at our camp site.

The next morning, the day's run was to be a short one of 16 miles as we did not intend taking off until 1200 hours, after the rendezvous with Sqn. Ldr. Cooper. At 1045 hours Scouts were posted on the main road by the river bridge and sure enough at 1110 hours Sqn. Ldr. Cooper arrived in a taxi. After greetings, we decided to walk to Borris for a refresher, (the walk was 1 Irish mile, 4 English).

As three of the A.A.s were feeling a little stiff and sore after the previous day's long haul, it was decided that Sqn. Ldr. Cooper, the three A.A.s and the leader (The Deputy had a two-headed penny) would walk overland to New Ross, which was the day's objective.

The walkers arrived at New Ross at about 1500 after thumbing a lift (three A.A.s a Sqn. Ldr. and F.S. Evans and five packs all in a Volkswagen) and after an hour of enquiries we were very fortunate in being allowed to camp on an estate owned by Captain Place of the Irish Army. Captain Place and his wife were very helpful (milk, eggs, butter, etc.) and the site we were given was ideal, no more than 30 yards from the river, with a well on the site, and a good landing for the canoes. The canoe party had a difficult day, as they hit the tidal stream on the rise, about 8 miles from their objective,



and as they were already pretty weary, were finding paddling very strenuous. The Deputy Leader in his wisdom decided to lay up for two hours, and send a runner by road to New Ross to contact the Leader for advice. It was decided that the Leader would take rations and go by taxi up river and find a reasonable camp site, and call in the canoe party to the new site. This was done, and a secondary camp was set up at 2000 hours at a Site 6 mile up river from the main site at New Ross.

The next morning the Deputy Leader got the canoe party on the river at 0715 hours, with the tide, and arrived at the main camp at 1000 hours.

Noticing the state of tides at the time and also the rise and fall, 14 ft. to 17 ft. the leader decided to seek and obtain a riverman's impression of the run to Waterford, which was the last stage of the journey. On the advise of several people including Captain Place, the local Yacht Club Commodore, it was decided that it would be inviting unnecessary risk for the party to continue any further by canoe. A conference of the whole party was called, and the situation made known, and after some deliberation, it was decided that we would rest for the remainder of the day, then the following day to head for Waterford on foot, and thence on foot, via the Cartern hills, back to Dublin. Syndicates of 4 and one of 3 were formed and the next day bright and early the syndicates left for Waterford at half hour intervals. We were all to rendezvous at the camp site at Howth, in Dublin on the 24th, at 1600 hours. In actual fact, we were all at Howth by 1100 hours, and a happy couple of hours went by with the recounting of the trials and tribulations of the walk. We rested until the evening of the 25th, when we embarked for the voyage back home to Locking which we reached at 0900 hours on the 26th August, 1962. The exercise was pretty successful, in that the river trip brought some palpitating moments, both to the boys and the Leaders, and gave everyone a wonderful feeling of pride in saying "we did it"; we can recommend the Barrow for exciting, enjoyable conoeing. The walk back was a long one, but took us through some of the loveliest scenery in Ireland, which also offered some wonderful hill walking.

Yes, we will all go again, sometime.



# Passing Out Parade of the 94th. Entry of Aircraft Apprentices

**18th December, 1962**

**Reviewing Officer : Air Marshal Sir Douglas Morris,  
K.C.B., C.B.E., D.S.O., D.F.C.**

## **Parade State**

### **Graduating Entry**

Parade Commander	W.O.A.A. Hadley, G.D.
No. 1 Flight Commander	S.A.A. Purdy, P. W.
No. 2 Flight Commander	S.A.A. Bates, J. J.
Parade Warrant Officer	S.A.A. Dean, M.S.

### **Supporting Squadrons**

Supporting Squadron Commander	S.A.A. Pooke, E. K.
-------------------------------	---------------------

#### **No. 1 Squadron**

Squadron Commander	S.A.A. Innes, E. G.
No. 1 Flight Commander	C.A.A. Platt, N. R.
No. 2 Flight Commander	C.A.A. Munro, A. H.
No. 3 Flight Commander	C.A.A. Carnell, C. L. H.
No. 4 Flight Commander	C.A.A. Lawson, C. L.

#### **No. 2 Squadron**

Squadron Commander	S.A.A. Fisher, J. P.
No. 1 Flight Commander	C.A.A. Hannington, J. E.
No. 2 Flight Commander	C.A.A. Kennett, R. J.
No. 3 Flight Commander	C.A.A. Scrivenor, R. J.
No. 4 Flight Commander	C.A.A. O'Neill, M. T. C.

#### **No. 1 Radio School Apprentice Band**

Warrant Officer T. D. Williams

#### **No. 5 Regional Band**

Flying Officer J. Martindale



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sure that you will continue to be fine representatives of this school in all your future. As the Commandant said, the opportunities for advancement are in your hands, there are many of your predecessors that have reached high ranks, in fact, on the dais this morning we have two eminent representatives of the Apprentice Scheme, the Air Officer Commanding and the Commandant. Unfortunately, of course, they were not trained at this establishment but at the rival one at Halton.

Anyway, Gentlemen, you have your lives in front of you, you have been given a very fine start and I wish you the very best of luck in the future and I hope you will continue the way you have commenced.

Good luck to you all.

## PRIZE LIST AND ACHIEVEMENTS

Brit. I.R.E. Prize for Educational Subjects	A.A. Garratt, M. W.
Air Ministry Prize for Educational Subjects	A.A. Marshall, A.
Air Ministry Prize for Highest Aggregate Marks	S.A.A. Dean, M. S.
Air Ministry Prize for Air Radio Fitter	A.A. Todd, R. K.
Air Ministry Prize for Ground Radar Fitter	S.A.A. Dean, M. S.
Air Ministry Prize for Ground Wireless Fitter	A.A. Pinder, W. J.
Air Ministry Prize for G.S.T.	C.A.A. Taylor, D. J.
Air Ministry Prize for English and General Studies	S.A.A. Dean, M. S.
Locking Prize for Best Set Task	S.A.A. Dean, M. S.
Lord Trenchard Memorial Prize	S.A.A. Pyle, M. W.

### WING TROPHIES

<b>Victor Ludorum Trophy</b>	A. A. Kirk, D.
<b>Wing Championship</b>	“ C ” Squadron

### WING COLOURS

The following Apprentices of the 94th Entry have been awarded Wing Colours in the sports shown:—

<b>Athletics</b>	C. A. A. Siriwardane, C. A.A. Cross, M. L. A.A. Stride, J. O. A.A. Kirk, D.
<b>Basketball</b>	A.A. Wright, N. P. C.A.A. Jarvis, B. A.
<b>Shooting</b>	A.A. Fuller, T. P. A. A. Holbrook, G. S.
<b>Swimming</b>	A.A. Newcombe, C. D.
<b>Soccer</b>	L.A.A. Stride, J. O. C.A.A. Taylor, D. J. A.A. Bradley, D. N. A.A. Kirk, D.
<b>Gymnastics</b>	C.A.A. Strawson, H. J. A.A. Todd, R. K.
<b>Hockey</b>	C.A.A. Siriwardane, C. A.A. Tennent, E. M.
<b>Boxing</b>	A.A. Tennent, E. M.

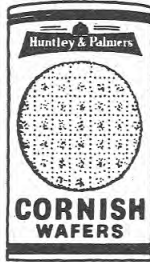
## 94th ENTRY POSTING LIST

686292	J/T Bradley, D. N.	No. 27 Sqn. Scampton
686303	J/T Edwards, P. G.	148 Sqn. Marham
686315	J/T Hall, S.	10 Sqn. Cottesmore
686320	J/T Kitching, D. J.	10 Sqn. Cottesmore
686316	J/T Jarvis, B. A.	207 Sqn. Marham
686322	J/T Kitching, L.	C.S.E. Watton
686324	J/T Lewis, R. A.	55 Sqn. Honington
686327	J/T Marshall, A.	12 Sqn. Coningsby
686330	J/T McKenna, M.	55 Sqn. Honington
686339	Cpl. Pyle, M. W.	R.A.F. College, Cranwell
686341	J/T Sergison, E. L. P.	27 Sqn. Scampton
686347	J/T Tennent, E. M.	207 Sqn. Marham
686348	J/T Thomas, A. J.	51 Sqn. Watton
686351	J/T Wilson, G.	230 O.C.U. Finningley
686353	J/T Wood, A. R.	51 Sqn. Watton
686287	J/T Austin, R.	35 Sqn. Coningsby
686297	J/T Clayton, C. P.	R.A.F. Marham
686298	J/T Crewe, M.	35 Sqn. Coningsby
685324	J/T Duffy N. M.	12 Sqn. Coningsby
686308	J/T Gears, T.	R.A.F. Waddington
686310	Cpl. Hadley, G. D.	R.A.F. Marham
686318	J/T Kershaw, L.	R.A.F. Waddington
686319	J/T Kirk, D.	231 O.C.U. Bassingbourn
686326	J/T Lynn, G. S.	83 Sqn. Scampton
686334	J/T Parker, E. R.	231 O.C.U. Bassingbourn
686338	J/T Purdy, P. W.	148 Sqn. Marham
686344	J/T Stride, J. O.	83 Sqn. Scampton
686349	J/T Thompson, C.	83 Sqn. Scampton
686350	J/T Todd, R. K.	12 Sqn. Coningsby
686288	J/T Baldwin, R. L.	Ballykelly
686301	J/T Davies, G. W.	288 Sqn. Leconfield
686306	J/T Fuller, T. A.	Abingdon
686311	J/T Hall, H. J.	Lyneham
686314	J/T Holbrook, G. S.	Kinloss
686317	J/T Kerr, R. I.	Colerne
686321	J/T Lant, R. H.	6 F.T.S. Acklington
686325	J/T Lindsey-Halls, A. W.	St. Mawgan
686333	J/T Newcombe, C. D.	St. Mawgan
686290	J/T Bates, J. J.	Pattrington
685940	J/T Constable, W. T.	R.E.U. Henlow
686304	J/T Edwards, M. E.	Boulmer
686305	J/T Evans, F. M.	Boulmer

686323	J/T Lee, C. M.	Boulmer
686329	J/T McAuley, G. M.	Buchan
686343	J/T Strawson, H. J.	Buchan
686302	Cpl. Dean, M. S.	R.A.F. Tech. Coll., Henlow
686307	J/T Garratt, M. W.	Bawdsey
686354	J/T Husband, G. S.	Buchan
686340	J/T Savory, M. J.	Boulmer
686345	J/T Strutt, G. K.	Buchan
686346	J/T Taylor, D. J.	Patrington
686289	J/T Bate, A. D.	Wyton
686293	J/T Bond, R. H.	2 F.T.S. Syerston
686294	J/T Brown, E. J.	8 F.T.S. Swinderby
686295	J/T Clark, A.	Honington
686296	J/T Clarkson, V. M.	Leconfield
686299	J/T Cross, M. L.	4 F.T.S. Valley
686300	J/T Dalley, T. M.	5 F.T.S. Oakington
686309	J/T Gibb, A. W.	6 F.T.S. Acklington
686313	J/T Hall, N.	Waddington
686328	J/T Matthews, L. E.	Scampton
686335	J/T Osborn, W. J.	3 F.T.S. Leeming
686337	J/T Pinder, W. J.	Coningsby
686342	J/T Snell, L. A.	Finningley
686018	J/T Spooner, A. G.	4 F.T.S. Valley
685992	J/T Wright, N. P.	1 F.T.S. Linton-on-Ouse
685987	J/T Thomas, G. A.	210 Sqn. Ballykelly



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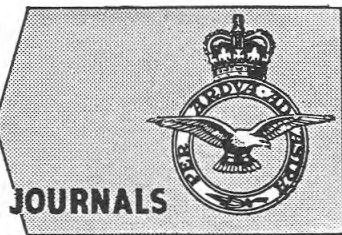
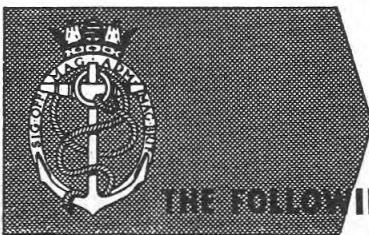
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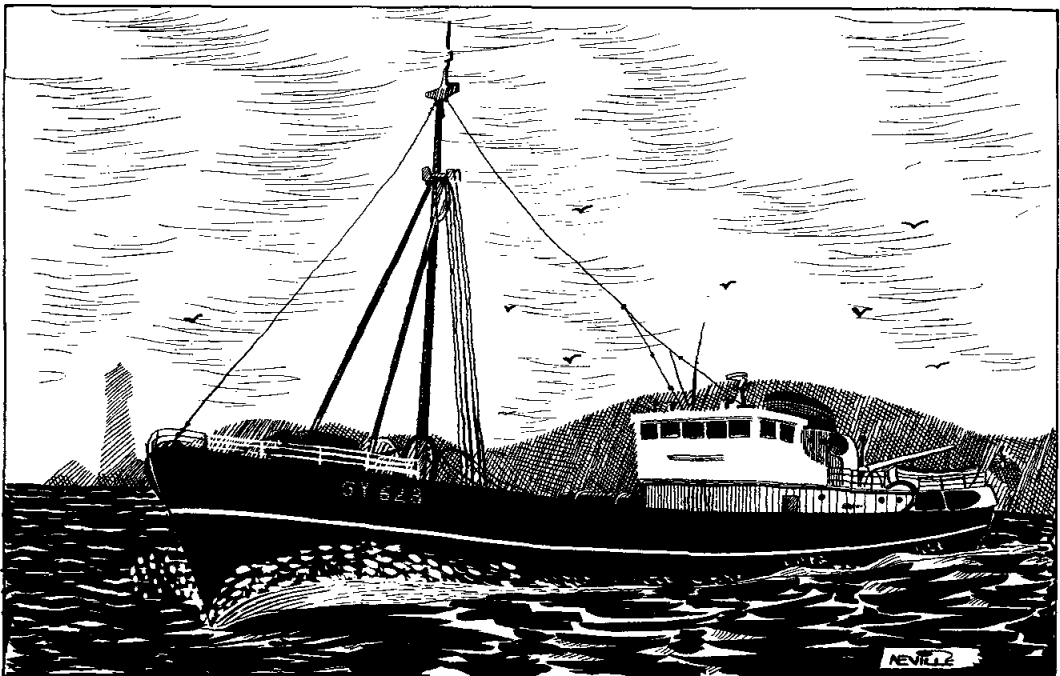




# A TRAWLING TRIP

At about mid-day Wednesday, 10th August, I received a telegram from Lord Line, Hull, with instructions to report aboard the Steam Trawler *Lord Hawke* to sail at 11 p.m. on Thursday.

When I had eventually found my way to St. Andrews Dock, a policeman directed me to my ship. My first impression was to turn and walk away. She was of the typical trawler design, having a high bow or whaleback which drops down, past the forward mast to the foredeck. At the base of the bridge is a winch and the bridge towers over this, with a conglomeration of aerials and odds and ends on top. The funnel is just behind this and then the after mast. The level falls again to the boat deck, about 10 ft. above the deck. This contains one lifeboat and four liferafts. The forward mast has a couple of derrick arms attached for hauling nets, to examine them for holes and also to haul them inboard. At the base of the mast are some pulleys and, these in conjunction with two derricks or gallews on the starboard side, supply the runners to the warps or wires which haul the trawl. The wires run through this to the winch. All living quarters are aft as are the galley, sick bay, toilets and showers. The engines are situated just forward of the living quarters. On the foredeck three hatch covers letting down to the fish hold lie between winch and mast. Forward of the mast lie two more covers letting down into the net hold. In the whaleback to port are situated the



food stores and to starboard, the liver house, where the cod livers are boiled for the oil. The ship is about 200 ft. long, displaces about 700 tons gross, where 1 ton is about 100 cu. ft., and has a draft of 12 ft. This is the ship.

The dock is oblong shaped with the sea entrance on one of the long sides and at about 30° to it. The ships to sail on the next tide are moored in the smaller end and one shop acts as the gangway to the next. The ships have already been loaded with ice to pack the fish in, fresh water for the engines and drinking, food, and have a full head of steam 6 hours beforehand.

At about midnight most of the crew arrived in various states of drunkenness, to be hauled aboard.

At approx. 1.30 a.m. Friday morning we slipped our moorings and headed into the Humber towards the North Sea. At this point all clocks on board were altered to 1 hour behind shorettime, i.e. to Greenwich Mean Time, *due to the different lengths of days*.

By Sunday we were passing the Forces in a Force 8 gale (this is about 50 m.p.h.). During this day the author just rolled about in his bunk violently seasick.

Tuesday found us in sight of Iceland on a dead calm sea with a real hot sun shining down on us. We proceeded up the Eastern coast and along the Northern coast towards the dreaded North Cape, graveyard of many ships in winter. We tried fishing or "shooting" in trawling slang on Wednesday and continued for 10 days.

The bobbins hold the net on the bottom and roll along, making the fish come to feed. The floats hold the top of the net up and open. The otter boards or "doors" are designed to try to move outwards when hauled through the water to hold the net open. The lines up to the ship are called warps.

When shooting the ship floats in a circle while the net is suspended by the otter boards just below the ship. This allows the net to straighten out and removes any kinks prior to shooting. She reaches the course that we are to travel and we "shoot" ahead at full speed and all brakes are removed from the winch and the trawl sinks to the bottom and is dragged along until the required length is out. The ship now slows to half speed and the winch is braked and we commence trawling. The trawl is slowing the ship down to about 3 or 4 m.p.h.

The deck has pillars about eighteen inches high set into it. Slots in these take boards to provide pens to put the fish in to prevent them getting everywhere. After the net is outboard again the crew gut the fish and throw them into a coffin-shaped washer. This has sea water flowing through it to clean the fish which then slide down a chute into the fish room. This hold is divided into 22 × 4 ft. to 5 ft. wide pounds with a corridor through the centre. The forward 18 of these are filled with ice in small pieces on shore. Through its motion the ice has solidified but must now be broken up for packing

the fish in. This is what I was doing, hammering at large chunks of green ice for nearly all my waking hours.

There are two methods of storing the fish :

- (a) *Bulking*. A layer of ice is put at the bottom of the pound and the fish are thrown in, being sprinkled with ice every now and again, and
- (b) *Shelving*. A metal shelf is laid on runners on the walls of the pound next comes a layer of ice, then each fish is individually packed by hand on its belly. Next comes a layer of air then the next shelf. This quickly freezes the fish and also leaves a nice shine on it to make it look more attractive when bought.

When the skipper reckons that we have enough fish on board or when our time runs out (all trips are scheduled for 18 or 21 days although the skipper may decide finally when we leave for home, 15 days or 23 days not being uncommon) and we set sail for home. This was now a Saturday afternoon, and our trip was scheduled for 19 days.

By Sunday evening we were again passing through the Forces in another Force 8 gale. By now the author was just about immune to seasickness. We arrived in Hull on Tuesday and laid off the dock until 8.30 p.m. when we docked. At about 2 a.m. Wednesday the shore gangs would start to unload the fish from my and 10 other ships that docked for this market. The market starts about 8 a.m. and by about 10 a.m. the crew have been paid.

The fish are sold by kits where 1 kit is 10 stones of fish. Some of the fish we caught were bigger than me and weighed in one case 8½ stones for a single fish.

The average catch for a trawler the size of *Hawke* is 1,800 to 2,000 kits. This sells for anything between £5 and £10,000. The *Lord Hawke* landed with a large number of ships and didn't do very well landing 1,833 kits for £5,000.

The average crew contains:—Skipper, mate, bosun, third hand, 9 crew men or spore hands, cook, galley boy, Sparks, 1st and 2nd Engineer, 2 stokers and an apprentice called a deckie-learner. I was what was called a pleasurer and according to some of the comments passed was just in the way most of the time.

The work was hard and packed into a short period of time but it was a holiday out of the ordinary and quite one to remember. The food was good and the crew were friendly and no place was barred to me provided I didn't touch anything.

Unfortunately during our first storm my camera had an accident and so, no photographs accompany this text.

This is an extremely shortened account of a very good holiday. I hope that many others may follow me.

# APPRENTICES' RADIO CLUB

Much work was done during the term to improve the club station G3IDZ. With the help of Mr. Etherington (G5UG) we now have a new aerial system for all frequencies. The walls of the "Shack" have been decorated with radio cards from different countries and the Shack looks quite attractive with our two transmitters, one of which was made by Mr. Etherington, and the other bought from club funds.

Flg. Off. Seymour reports that it is hoped to make the two construction rooms into one large room with adequate tools and plenty of power points. We now wait for A.M.W.D. to descend upon the premises.

The results of our work have been seen as the station has contacted many European, American and Russian stations.

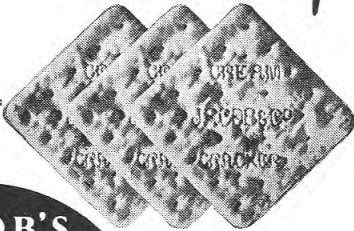
With the newly built Royal Air Force Amateur Radio Society, who now operate the call sign G3RAF, the society has made provision for an "Apprentices' Visiting Night" for licensed operators and members of R.A.F.A.R.S. Here we have had the opportunity to operate some fine equipment and call more distant countries. Our thanks go to R.A.F.A.R.S. for this amenity.

We can report that many apprentices passed their City and Guilds theory examination and have only their G.P.O. morse certificate to obtain before they are licensed.

For some the fascination of radio is never ending and a considerable amount of activity has been apparent in the construction rooms.

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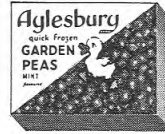


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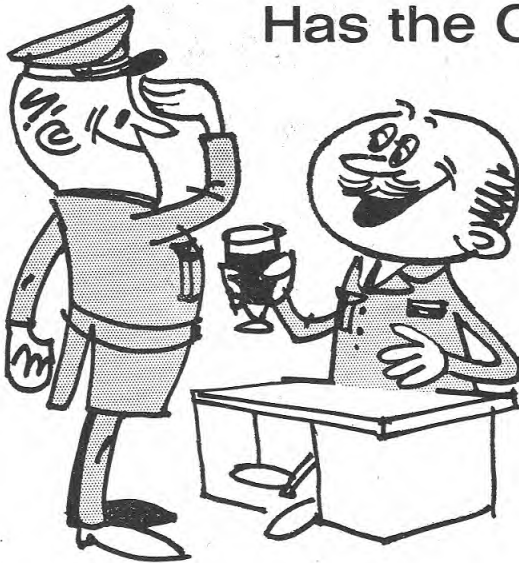


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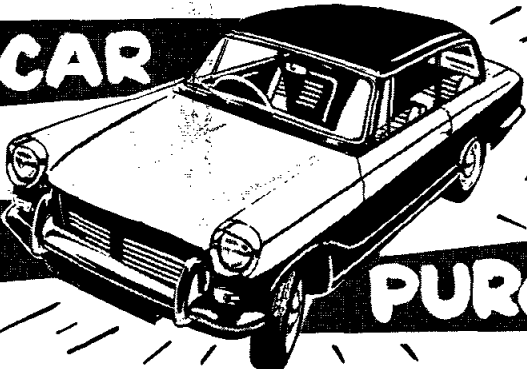
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# DUKE OF EDINBURGH'S AWARD SCHEME

by **SQN. LDR. A. SACKS**

The offer of Awards by the Duke of Edinburgh 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 use of their leisure. A variety of activities are embodied each with specified standards of achievement to provide a target to which the participant can aspire. The standards are intended to match average abilities and are not set so as to favour those who are naturally gifted. Effort and persistence, together with encouragement to be versatile are keynotes of the scheme.

An apprentice enters the Scheme here in the second series, i.e., Silver Award, and continues to the Gold Award standard, which must be reached before his 19th birthday. In each series there are four sections each of a different nature of activity:—

Section " A "	Rescue and Public Service Training
" B "	Expedition
" C "	Pursuit
" D "	Physical Fitness

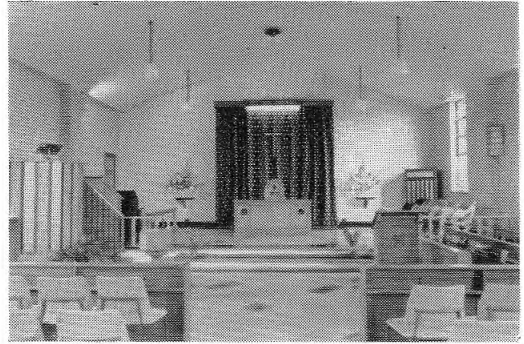
In Section "A" the aim is to influence you to realise that as members of a community you have an obligation to others. For this purpose a candidate is required to prepare himself so that he can render some form of service to his fellow men. The authorised forms of training include First Aid, Life Saving and Fire Service Training.

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

Section " C " demands initiative and perseverance in a pursuit or project of the individual's own choice. Here we see Arts and Crafts practised with some success, from Dramatics to Writing, Radio to Woodwork and Marksmanship to Canoeing. It is this section that we must largely rely on an individual's own perseverance and continuing interest in the Scheme. After an initial flush of enthusiasm far too many apprentices fail to complete their pursuit and are thus eliminated on their 18th birthday, which is the maximum age for the Silver Award.

Finally, Section " D ", the object of which is to offer inducement to become physically fit and a positive means of measuring effort independent of personal opinion. It is not intended to find outstanding exponents of sports and everyone can reach the laid down standards, which cover a wide field of athletic events.

At the time of writing, Locking Apprentices have gained 58 Gold and 151 Silver Awards. Eight Gold Award winners will attend at Buckingham Palace in December for the presentation of their Awards and the Commandant will, at about the same time, be presenting Silver Award certificates to 21 apprentices, mainly of the 99th and 100th entries.



## "LET THE DOORS BE OPENED"

AN ACCOUNT OF THE NEW CHURCH AT R.A.F. Locking

September was an interesting and exciting month for the St. Andrew's (P.M.U.B.) Church fellowship at R.A.F. Locking. In it we saw the opening of a new Church, the first permanent brick-built Church for "Other Denominations" in the Royal Air Force. Others, of course, have been built, but never before from public funds, as part of Air Ministry policy, and the Opening and Dedication on 6th September was befitting so auspicious an occasion.

The Service was conducted by the Rev. I. E. Newell, M.A., representing the Baptist and Congregational Churches; the Rev. F. Douglas Morley, B.D., a former Methodist Principal Chaplain, preached, and the Dedication was done by the Very Reverend J. A. Fraser, M.B.E., T.D., D.D., who represented the Church of Scotland and Presbyterian Churches. Also present were Senior Officers of the Royal Air Force, Civil dignitaries, representatives of the Free Church Federal Council, and a number of Service Chaplains, among whom was the Rev. C. Y. McClashan, Q.H.C., B.D., the Principal Chaplain P.M.U.B. at Air Ministry. With these, a representative number of families, airmen, and aircraft apprentices, shared in this memorable opening service.

The building is modern, but does not depart from traditional Church design, and furnishings, additional to those provided by the Royal Air Force, have added greatly to its attractiveness. A very beautiful communion table and canopy is the gift of the Church of Scotland, and matching furniture has been provided mainly from the Central Fund of the P.M.U.B. Churches. This includes a lectern, choir seats, and pew frontals. A baptismal font has been paid for mainly by gifts from the Officers' Mess and the Sergeants' Mess at R.A.F. Locking, and proceeds from a Sale of Work have made it possible to put in leaded lights instead of plain windows. It is interesting that the Sale of Work produced an overwhelmingly successful result due to the support given, not only by P.M.U.B. personnel, but also by Anglicans and Roman Catholics, who also helped and contributed in the final preparations for the Opening and Dedication.

The interior wall is brick faced, and although there was an initial reaction by some people to this, particularly because the bricks are off-white, the walls are already beginning to look most effective as the bricks mellow to a more natural shade. The tiled floor, originally marble grey broken by occasional red tiles, is now all



grey, the red tiles being found to protrude too much on the over-all design, and to clash with a beautiful patterned red curtain, against which a cross is fixed, on the wall behind the communion table.

After many difficulties Padre McGlashan had succeeded in obtaining a very fine electronic organ, and the opening service was preceded by a half-hour organ recital given by Sgt. Patterson, the Church organist. The bell was tolled, and the silence which followed was shattered by Dr. Fraser's resounding knock, and his request, "Let the door be opened". The singing was magnificent, the choir excelled itself in a very fine rendering of "Non Nobis Domine", and the sermon, short, sincere, and searching, reminded us of the true Church, the fellowship of God's people, and the part within that fellowship which each one, according to his or her ability, should play.

There are things still to be done. There is money to be raised. It is hoped one day to replace service issue tubular steel chairs with pews, and there is need to work for the provision of a Church Hall to replace the old Club-room, which soon is to come down and which, in any case, is a couple of hundred yards from the new Church. For these things, but more particularly for the building up of the fellowship, the chaplains at Locking work, for they realise that with the opening of this new Church the door has indeed been opened to new opportunities of Christian service.

### **ROYAL AIR FORCE, HALTON CHURCHES' EMBELLISHMENT FUND APPEAL**

Arrangements are in hand for new permanent churches to be built at Royal Air Force, Halton, to replace the improvised accommodation in which all denominations have worshipped since the station was opened. A new Church of England church is now being built to replace the Church of St. George, destroyed by fire in May, 1960: a Roman Catholic Church of the Holy Family, planned as the R.A.F. memorial to those Roman Catholics who gave their lives in the two World Wars, is under construction: the Presbyterian Methodist and United Board are preparing plans for a new Trinity Church on which work will start in the next few years.

The needs of the three churches will differ, but the estimated cost of carrying out full plans for embellishment is £22,000.

Donations may be sent by cheque, crossed postal order, or money order, made payable to "The Halton Churches' Embellishment Fund" and addressed to:

The Honorary Treasurer,  
The Halton Churches' Embellishment Fund,  
Royal Air Force,  
Halton, Aylesbury, Buckinghamshire.

Donors wishing their gifts to apply to a particular church should endorse their cheque, money order, etc., accordingly. If no such indication is given, the donation will be apportioned in relation to the official denominational strength. To minimise the expenses of the appeal, gifts will not be acknowledged unless this is specifically requested.

The names of all contributors, inscribed in a "Book of Donors" will be displayed in each of the three churches.

# THE CONVERSION OF HEAT TO ELECTRICITY

In 1821 Seebeck discovered that heat could be converted into electricity by heating the junction of two dissimilar materials. This led to the development of the thermocouple and thermopile, the familiar detectors of radiated heat in school physics laboratories.

More recently many methods of converting heat directly into electrical energy have been investigated by research workers on both sides of the Iron Curtain. One result of this has been that it is possible to buy a Russian device which will generate enough electrical power from the waste heat at the top of a paraffin lamp to operate a radio receiver.

The renewed interest in the direct conversion of heat into electricity arose for the following reasons:—

(1) If a sufficiently sensitive device can be found it will be possible to detect the position of almost any object which emits heat simply by finding out where the heat is coming from.

(2) Conventional power stations have an efficiency of only about 30–40 per cent. so that about two-thirds of the coal or oil burnt is wasted.

(3) New heat sources (waste heat in some cases) are becoming available in nuclear establishments.

(4) Many new materials have been made available in recent years; for example, semi-conductors and high temperature alloys.

(5) There is a demand for new forms of generator for use in rockets and satellites where the heat from the sun or a nuclear reactor may be readily available.

## **Methods of Producing Electrical Energy from Heat Energy**

There are four methods of producing electricity from heat:—

1. *Conventional Generators.* The heat is used to generate steam which drives a steam engine coupled to a dynamo or alternator. There are in this case many large moving parts.

2. *Thermoelectric Generators.* The heat “agitates” electrons in two different materials which are in close contact. As a result of this agitation electrons flow in an external circuit. The moving parts here are electrons inside the materials.

3. *Thermionic Generators.* The heat “boils” electrons off one electrode and they travel through a vacuum (or very low pressure gas) to a collector electrode, returning to the cathode via an external circuit. The moving parts are again electrons, this time in a vacuum.

4. *Magnetohydrodynamic Generators.* The heat builds up pressure in a gas which is passed through a nozzle to produce a gas jet. The energy of the gas jet is converted into electricity by means of a magnetic field which separates positive and negative particles in the gas. Here the moving parts are gas molecules.

Conventional generators are well established as the best method of obtaining a high power electricity supply. It seems as though thermoelectric and thermionic generators will not be capable of generating high power electricity although they may be used to take up waste heat from a conventional power station and so increase its overall efficiency. Magneto hydrodynamic generators have been developed which will give quite high power outputs but so far only for short periods (several minutes).

**Thermoelectric Generators**

Thermoelectric generators consist of a number of thermocouple cells with a construction as indicated in Fig. 1.

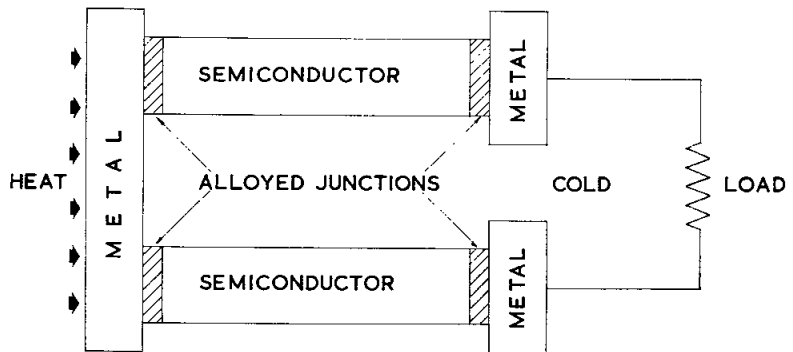


Fig 1 Thermocouple

The output voltage of such a device is only about one-fifth volt—a serious handicap. The current output depends on the cross sectional area of the junction and may be about 1 ampere per square centimetre but because of the low e.m.f. the current is limited by the resistance of contacts and connections. Available efficiencies of 10 per cent. and below would seem to make these devices unattractive despite their high reliability (there are no moving parts) but there are many situations where heat goes to waste; for example, engine exhausts.

If there is sufficient waste heat even a low efficiency device can provide a significant amount of power.

### Thermionic Generators

In many respects thermionic generators are similar to thermoelectric generators. They rely on the movement of "hot" electrons from one material to another. In the thermoelectric generator, however, the movement takes place in a vacuum or low pressure gas.

Heat is applied directly to the cathode and electrons are emitted just as in any radio valve. The anode is close enough for it to be struck by most of the emitted electrons. Thus the anode collects these electrons and they are then available to do work in an external circuit.

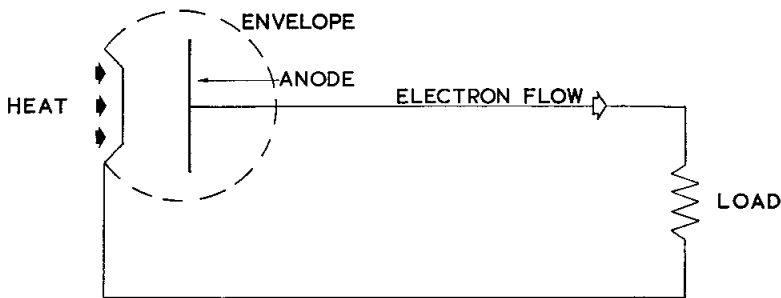


Fig 2 Thermionic generator

The output voltage of a thermionic generator is about 1 volt per cell and the current depends on the area of the cathode—it may be about 10 amperes per square centimetre. The available efficiency is about 15 per cent.

It has been suggested that if used in conjunction with a conventional generator, thermionic generators could give an overall power station efficiency approaching 50 per cent.

Although the thermionic generator is superior to the thermoelectric generator in voltage, current density and efficiency the thermionic generator requires an evacuated envelope and this can raise difficulties.

### Magnetohydrodynamic Generators

This type of generator is still in the research laboratory stage and is not yet a practical proposition. It does however seem to promise better efficiency, higher reliability and a lower power/weight ratio when compared with conventional generators. It can therefore be assumed that m.h.d. generators will be developed very much beyond their present stage.

The principle of operation is shown diagrammatically in Fig. 3 where a magnetic field at right-angles to the paper must be assumed.

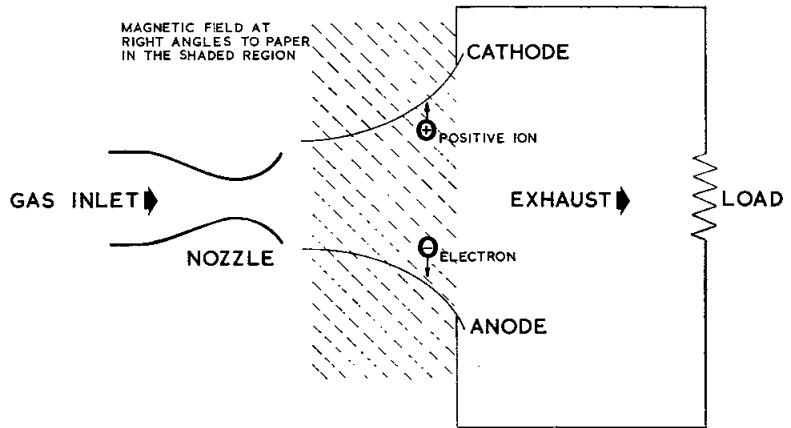


Fig 3 Transverse field m.h.d. generator

The gases used are heated and charged particles re-introduced— inert gases with a small amount of solid particles can be used. The hot gases are passed through a nozzle and they emerge at a high velocity to pass into a transverse magnetic field. The magnetic field causes the charged particles to travel in circular orbits; positive particles go one way and negative particles the other.

In this way the positive and negative particles become separated: they can be collected by suitably-placed electrodes. The interaction between the magnetic field and the output current has a braking effect on the gas jet. If the gas velocity is halved it loses 75 per cent. of its kinetic energy and this is converted into electrical energy. Thus the device holds the promise of quite high efficiencies. M.h.d. generators have been developed which give a few hundred amperes at about 20 volts but they can be run for only a few minutes at a time largely because of cooling difficulties.

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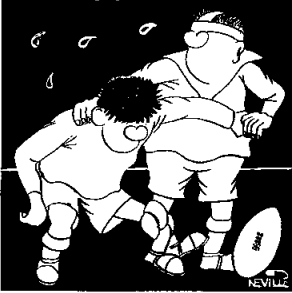
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# RUGBY



During the first half of our Rugby season, both First and Second teams have played good open Rugby, with the results of matches being most rewarding. The First team remained undefeated until the 23rd November, when they lost 10-5 to H.M.S. Collingwood, the Navy Apprentices. The teams were evenly matched but Locking seemed to lack their usual enthusiasm and drive. The result was fair, if not rather depressing after their previous run of victories.

On the 10th November, the Apprentice and Boy Entrant Rugby Tournament was held here at Locking. The Youth team had previously won their way into the final of the R.A.F. Youth Cup by beating Halton after a two match struggle. The first game was drawn 3-3 and a replay was decided for the next day, when Locking claimed victory. In the final the Locking Youth team beat Hereford 3-0, after a very close game, thus retaining the Cup which we won last year. The First team played R.A.F. Halton Apprentices on the morning of the Youth Final. After a hard but open game Locking won 6-0, so taking from Halton the R.A.F. Junior Rugby Cup.

Four members of our Youth team are to be congratulated on being chosen to represent the R.A.F. Youth on the 8th December against North Midland Counties Youth. They were A.A. Gerken, who captains the R.A.F. Youth side, A.A. Darlington, A.A. Larter and A.A. Day. We wish them the best of luck in their future matches.

# CROSS COUNTRY

The results so far this Winter have been very encouraging, after last season's lack of fixtures and poor results. Due to an influx of new blood from the 100th, 101st and 102nd entries, and extensive training at the beginning of the season the club has up to now lost only two matches.

In their first fixture—The Mike Sully Memorial Trophy—the team were beaten by strong opposition although Swanston (101st) ran well, finishing an individual 7th out of a large field. This initial disappointment was soon overcome when the club came a close 2nd to Bristol A.C. in a hard fought match at Bristol, with Cotham Grammar School finishing 3rd and City of Bath 4th.

The Inter-Squadron match on 7th November was won by "C" Sqn. with Clark as individual 1st; "B" Sqn. came 2nd and "A" Sqn. 3rd.

Matches were won against Chepstow and Collingwood, the result of the latter deciding whether Locking retained the "Lockingwood" Cup this year.

The club was just beaten by Millfield School on 13th November, but in their most recent match against Cotham Grammar School, Bristol A.C. and City of Bath School, both the 1st and 2nd teams won their races.

The most outstanding runner this season has been Clarke (96th) with Ferris (100th), Swanton (101st) and Watling (97th) backing him up.

The Club would like to express their thanks to Cpl. Maloney for his help in training and supporting the Club.

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# HOCKEY



The results of the matches played this term do not give a fair reflection of the team's performance for there has been a definite improvement since the beginning of the season.

This is mainly due to the keenness and enthusiasm of Flt.-Lt. Ewings who took over the Apprentice Hockey at the beginning of term. He has arranged a full fixture list for the whole season as well as giving us the full benefit of his hockey knowledge on Tuesday afternoons and Friday evenings—the training night. Sgts. McKeever and Price must also not go unmentioned for their ever welcome and valuable advice, support and encouragement during practices and for giving up their Saturdays umpiring our games. Thank you all three.

P.S.I. must be congratulated in the fact that at the beginning of the season a completely new set of hockey equipment was supplied to us. Even our robust goalkeeper is a proud possessor of a "brand new" pair of kickers. Dressed in our dazzling colours of red and off-white with the blue handled sticks we must be the smartest team in the area.

At the moment the more junior entries are being coached for forthcoming seasons, but the more immediate aim is to build up an under 18 team and an over 18 team for the R.A.F. Youth Cup.

If everyone will make the extra effort and give their full support we can win both sections. So let us hope that next term the hockey played by Locking Apprentices will be of a standard never attained by them before.

## Results

<i>Matches played</i>	<i>Won</i>	<i>Lost</i>	<i>Drawn</i>	<i>Goals For</i>	<i>Goals Against</i>
10	5	4	1	25	21
<i>Opposition</i>				<i>Venue</i>	<i>Result</i>
Station	..	..	..	Home	Drew 4-4
Weston H. C.	..	..	..	Away	Won 2-0
Robinson's	..	..	..	Away	Won 2-1
Moreland Athletic	..	..	..	Home	Lost 4-1
Logwood H. C.	..	..	..	Home	Won 1-0
Brean H. C.	..	..	..	Away	Won 5-1
Robinson's	..	..	..	Home	Won 7-1
Moreland Athletic	..	..	..	Away	Lost 3-1
H.M.S. Collingwood Apprentices	..	..	..	Away	Lost 2-1
British Cellophane	..	..	..	Home	Lost 1-5

# THAT WAS THE YEAR—THAT WAS

(A review of the sporting achievements of the Apprentice Wing 1962)

by SQN.-LDR. W. P. COOPER

It all started on 20th January when Locking staged the Technical Training Command R.A.F. Youth Schools Badminton and Fencing Championships. No. 3 (T) Block was converted into a Badminton Arena with six courts in use whilst in the Gymnasium a series of masking tape lines crossed the existing basketball courts to present what looked like a gigantic crossword yet denoted six fencing pistes of varying length. Such preparations of facilities by the Station Physical Fitness Staff were the forerunners of many similar tasks throughout the year, nor were these preparations in vain. The Badminton Team Championship was won by the Apprentice Wing, A.A. Pedrick won the Singles Championship, and A.A. Cannon was defeating one opponent after another in the Gymnasium to eventually become the Foil Champion. Since then Cannon has represented Technical Training Command in the Inter-Command Championships and the R.A.F. "B" Team in the Welsh Commonwealth Games.

Visiting the Army Apprentices School at Arborfield also in January, the Wing gained its most convincing win in this inter-schools fixture by winning the Rugby, Soccer, Basketball and .22 Shooting competitions. The Hockey was a goal-less draw and only the Cross-Country was lost. Smarting under this defeat, however, the Cross-Country team re-organised themselves to take third position in the Junior and fourth in the Youth South West Counties Championships the following week.

Again in January, the prestige value in sending our Road-walking teams to Scampton was acknowledged. The R.A.F. 7-Mile Championships were held there and in the team competition our teams by their packing, and to the astonishment of the hardened veterans, came 4th and 8th. Six of the apprentices gained their British Roadwalking Association Award of "6 miles in the hour" badges.

The .22 Shooting team was also the Station .22 team, and in the R.A.F. "Nobel" Cup were runners-up in the Command Competition later, with five other teams from the Command, they succeeded in getting through to the R.A.F. Quarter-Finals before being eliminated. In the Youth Schools Competition the Wing team were runners-up in the Lowe-Holmes Trophy, whilst A.A. Moore was the individual runner-up.

On to April and at 0630 hours on the morning of the 1st every now and again from out of the mist of the Welsh Hills could be seen the white flash on a red jersey denoting the presence of the Wing Cycling team competing in an inter-schools 25 mile time trial.

Headed by A.A. Stachniczek, who was the individual winner with a time of 1 hr. 12 min. 26 sec. the Wing team won this event with two Army youth teams in second and third positions. The nearest other R.A.F. team were the Boy entrants from Hereford in 4th position.

With the advent of summer the Wing turned their attention to the summer sports. At Bisley, in the Apprentices and Boy Entrants .303 Shooting, A.A. Foster came 4th in the individual competition whilst our leading Squadron "C" attained 4th position in the team competition.

At Cosford the Wing Swimming team emulated their successes of previous years when they won the Inter-Schools Competition for the third year running under the captaincy of S.A.A. Tyndall who won the 100 yds. and 220 yds. free-style events.

The Inter-Schools Athletic Championships were also held at Cosford and in the face of very strong opposition the Wing emerged as winners of the McEwen Trophy on aggregate points. It is notable to record that in the Junior Competition, our competitors gained either first or second place in every event. Outstanding amongst these performances was that of C.A.A. Siriwardane whose record breaking 46 ft. 2¼ in. in the Triple Jump was loudly acclaimed. Siriwardane later represented the Combined Services, R.A.F. Senior and Youth, and Technical Training Command; S.A.A. Bennet represented R.A.F. Youth, Somerset and Technical Training Command, whilst A.A.s Janes, Clark, Watling, Ferris, Swanston, and Naden gained representative honours in the R.A.F. Youth team.

In the 24 Group Inter-Station competition R.A.F. Locking were represented mainly by apprentices, who after winning the Group Championship for the Station went on to represent Technical Training Command, the winners of the R.A.F. Inter-Command Competition. By winning their way through to the Finals of the R.A.F. Inter-Station Athletics, the Station team again for the most part apprentices, went to R.A.F. Wittering and in the presence of Air Marshal Sir Alfred Earle won the King George V Trophy, which hinged on the final relay event.

A sport that we are undoubtedly to hear more of is Canoeing, which is growing in popularity at Locking. The Wing gained honours in the civilian organised Bradford-on-Avon to Chippenham Canoe Race for the Culverwell Trophy. C.A. Herbert won this race for the second year in succession cutting his previous time by nearly half an hour to 4 hrs. and 51 secs.

Halton were our visitors on 24th June for the Youth Schools Senior Cricket and Tennis finals. Locking batted first and were all out for 66. After lunch Halton managed to reach 63 for 9 before the Wing managed to get the final wicket without addition to the score. Over on the Tennis courts, the Wing victory was more decisive with a final result of 7-2, A.A.s Randall and Hodgkinson winning all three matches. Later in the Under 17's Tournament at Weston-super-Mare Randall reached the final of the Singles and partnered by A.A. Manning, also reached the final of the Doubles Tournament.

Following the summer leave period, the Wing prepared for the competitions that were to be held during the first half of the winter season. At Hereford L.A.A. Wilson gave a creditable performance in the T.T.C. Table-Tennis trials and but for the fact that he would not be in the Command at the time of the Inter-Command competitions, would have gained representative honours.

The Wing Rugby XV (Under 18's) defeated Halton in the Junior Semi-final and in the Final against Hereford three weeks later won the Junior Championship 3 pts. to nil. On the same day, also at Locking, the Wing met Halton in the Senior Final and scored six points without reply.

It was time now for the boxers to come into their own. Nine apprentices of the team of ten represented the Station in the Lord Wakefield Competition at Henlow. This competition, which is spread over three days, was virtually decided on the second day by the points that the team had amassed. It was fitting therefore that our Air Officer Commanding, Air Vice-Marshal T. N. Coslett, C.B.E., O.B.E., who is also the President of the Royal Air Force Boxing Association should see the team win the Lord Wakefield Trophy. A.A.s Tennent and Igo became Wakefield champions and A.A. Larter was a runner-up. Two weeks later Locking staged the Sigrist Boxing Championships with similar success, although it was a closer decision, and once again at Halton's expense.

Earlier in the year A.A.s Manning, Drummond, Hawkeswell, Norton and Taylor represented the R.A.F. in the Imperial Services Boxing Association Junior Championships.

With the year drawing to a close the final inter-Schools competition was against the Navy Apprentices at H.M.S. Collingwood. It was fitting that the Locking Apprentices should record yet another victory when they won the "Lockingwood" Cup. Credit must be given to our Wing Football team for their performance for with five minutes to go and one goal down, two goals from Pedrick made the Cup the property of the Wing for the second year running.

The forecast for 1963—the standard bettered! Why not! With the same backing that all these achievements have received from those who are still aspiring to Wing representation and higher honours, it is not impossible.

## EX-APPRENTICE CORNER

The editorial staff would like to take this opportunity of thanking once more all ex-apprentices who have consented to act as agents for the magazine on their stations. Their efforts in providing us with news and in organising the sale of the magazine on their stations are greatly appreciated. We hope they will continue to keep in touch with us as much as possible. Letters expressing their points of view or containing news items which could be of interest to ex-apprentices will always be most welcome.

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**Congratulations:** To Cpl.Tech. ROSINDALE (ex-81st), Cpl. ELLIS (ex-87th), J/Ts JOHNSTON and COLLINGS (ex-91st) and J/Ts DRONFIELD, POOLE and KITCHING (ex-93rd) on their marriages. Congratulations also to J/T BENNETT (ex-90th) who we understand is due to get married this month (time of writing—December) and to J/T BOWEN (ex-93rd) on his engagement. Congratulations too to Cpl. CRICK (ex-90th) and his wife on the birth of their son in November.

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**Promotions:** We congratulate VELLACOTT, CLARIDGE and HEADLAND (all ex-90th and stationed at TRIMINGHAM), MACDONALD (ex-91st and stationed at LEUCHARS), and VERNON (ex-90th and stationed at CRANWELL) on their promotion to Corporal Technician. Our congratulations also to LONG (ex-90th and stationed at WITTERING), MILLS (ex-90th and stationed at TRIMINGHAM), JOHNSTON (ex-91st and stationed at COTTESMORE) and CRICK (ex-90th and stationed at CRANWELL) on being promoted to Corporal. Cpl. MILLS' promotion was backdated to 1st August 1961, the day he passed out from Locking.

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**Overseas Postings:** We hear that Cpl.Tech. VERNON (ex-90th) stationed at CRANWELL is off to IDRIS and that Cpl. MENZIES (ex-89th) stationed at LEUCHARS is going to MARALINGA in Australia. Cpl. JONES (ex-87th) and Cpl. ALLEN (ex-88th) who were stationed at BOULMER, have both been posted to Germany. J/T BUCK (ex-87th) who was at TRIMINGHAM, went to MALTA in November. J/T STRACHAN (ex-82nd) went from BALLYKELLY to ADEN in October and J/T WILLIAMS (ex-89th) who was also at BALLYKELLY went to CYPRUS in November. We wish each of them and any others we have not heard about an enjoyable and interesting overseas tour.

J/T MURRAY (ex-92nd) wrote to us in October while serving in the R.A.F. Detachment at CHIENG MAI, Thailand. He has since returned to CRANWELL and has written to us again giving an interesting description of Thailand. We have reproduced part of his letter in this issue of the *Review*.

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In another part of his letter J/T MURRAY told us about Cpl. FELL's motor cycle accident. Cpl. FELL is ex-90th and stationed at CRANWELL. We were very sorry to hear that as a result of his accident he has had to have one leg amputated. Murray says that so far he is making a good recovery. We hope Cpl. Fell will continue to make good progress and we wish him every success in the future.

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**Flyers:** We recently heard from WILLIAMS (ex-93rd) who is an Officer Cadet at SOUTH CERNEY. He, along with five other former members of the 93rd Entry (Officer Cadets CRESSWELL, EVANS, HUDSON, JONES and O'FLYNN), is under training as a pilot, and Officer Cadet LANCHBURY (also ex-93rd) is taking a navigator's course there. Our congratulations to all seven on being selected for training. Congratulations also to Sgts. WILLIAMS, CROSBY and RYLES (all ex-91st) who recently passed out from South Cerney. The other ex-radio apprentices there mentioned by Williams in his letter are:

Officer Cadets: BARNES and SPROSEN (both ex-84th).

N.C.O. Navigator's Course: RUSSELL and EVISON (both ex-91st).

We were very sorry to hear that EVISON is in hospital. We wish him a rapid recovery and a successful completion of his training.

We have heard that Cpl. WINTER (ex-90th), formerly stationed at BOULMER, is now on the Air Signaller's course for which he was waiting at the time of our last issue. Our congratulations to him.

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**Well done:** J/T MORRIS (ex-93rd), stationed at BOULMER, on gaining a position in the Inter-Command Basketball Team. Cpl. MILLS (ex-90th), stationed at TRIMINGHAM, is now vice-captain of his Station Rugger team. J/T ATKIN and J/T TRETT (both ex-91st) also stationed at TRIMINGHAM, have played soccer for the Station. J/T MORELAND (ex-93rd) stationed at MIDDLETON ST. GEORGE, is in the Station Rugger team.

#### LETTER

**635559 J/T MURRAY, R.S.F., R.A.F. COLLEGE, CRANWELL, SLEAFORD, LINCS.**

In Thailand with me were some other ex-apprentices, J/T Walsh (92nd), Cpl. Jones (91st) and Cpl. White (90th), there were also two ex-89th Apprentices, Ground Radar Fitters who stayed for a short time but I cannot remember their names.

Whilst in Singapore I found out just how easy it is to meet people one knew at Locking and among those I met and spoke to were Cpl. Smith (90th), J/T Woodford (91st), J/T Adams (87th) and Flt.-Lt. Pass, who as you probably know is at Changi with Sqd.-Ldr. Longstaff. . . .

. . . the first impression of Thailand, on stepping out of the Hastings in which we flew from Singapore, was the difference in climate from Singapore, the heat was not humid but more pleasant and "dry". The Chiang Mai contingent of the R.A.F. was a tented area about three miles from the town of Chiang Mai in Northern Thailand and was manned by approximately 150 officers and other ranks. The runway used by our Hunters, of 20 Sqn., was the runway used by the Thai Airways Service, and so the desolate land around seemed to make the ultra modern air terminal building look out of place.

High up in the mountain which looked down on our camp was a Buddhist Temple which was a regular visiting place for the photographic members of our detachment. Dotted all around the area were many temples, trips were organised to visit most of them.

As well as the temples, visits were made to silk factories to watch the making of the very expensive Thai silk.

The people were very friendly towards us and in the few games of football we had with local teams we were treated quite royally and played before large crowds. All the money raised from these games went to charity.

Cpl. Jones and myself played for the unit team, but towards the end of our stay I took over as referee (a position I reached as an apprentice at Locking), in the two R.A.F. v. Local teams I refereed the R.A.F. won both by a large margin which must have looked suspicious. I also had the honour to be asked to referee one of the local cup finals, which I accepted.

Before the camp closed the British Ambassador held a going away party for the remaining few.

Although the heat was intense I must add that during the rainy season things get very wet, in fact the tent I was in had to be evacuated one Sunday morning so it wasn't all sun-bathing.

I hope you can use the information I have given you in the next edition of our magazine.

Yours sincerely,

S. J. MURRAY.