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In the village of Blunham, Bedfordshire, UK.



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AIRWAVES The Locking Scene

Editorial

Now well into its second year, *Airwaves* seems to have a persistently nautical theme. Not being particularly fond of cold water, the editors for this issue thought that we should have a change and lift our eyes up to the hills. (Although I think a fish has sneaked in somewhere . . .)

Airwaves was instigated in its new form by Gp Capt Johnston back in 1987, and has survived the ravages of several editors. The production and distribution staff would like to wish our founder and Mrs Johnston every happiness in their next tour.

DGO

Cover photograph: Liathac, possibly the most majestic mountain in Britain. *Airwaves* continues its outward bound theme with articles on the history of the Ten Tors challenge and Dartmoor itself. See pages 10 and 11.

Editorial Team

Editors: Flt Lt Overton, ext 316, Flt Lt Lawrence, ext 373.

Distribution: Sgt Boorman, Miss Rachel Lewis.

Families' Supplement: Mrs Ros Johnston.

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Contents

Farewell to the Station Commander	4
Letters to the Editor	8
DAF 83A Flight Experience	9
History of Ten Tors	10
Dartmoor	11
Dung Beetles!	17
Give a Dog a Bad Name	18
Insurance Services	19
Poetry Corner	
Radio Radio!	20
Sports Round Up	22
Locking Wives	26

AIRWAVES The Locking Scene

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Farewell

From The Station Commander



I will leave Royal Air Force Locking on March 10 with considerable sadness. The last two years have, without doubt, been the most rewarding and enjoyable of my Service career; it really has been both an honour and privilege to have been a member of such a professional team.

Throughout my tour I have never ceased to be impressed by the goodwill, dedication and commitment of all the servicemen and women, civilians and families at Locking.

Please accept my best wishes for the future — thank you for your support during my tour.

From Mrs Johnston

Ladies: My two years at RAF Locking have gone all too quickly and it is now time for me to say farewell.

Thank you all for your help and enthusiasm in organising and supporting the many wives' activities on the Station — but more importantly thank you for your friendship — I wish you all as happy a time as I have had at Locking.

Best wishes to you all.

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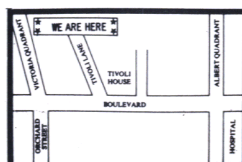
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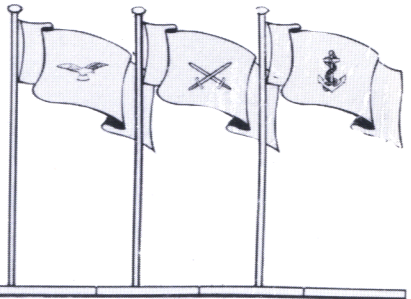
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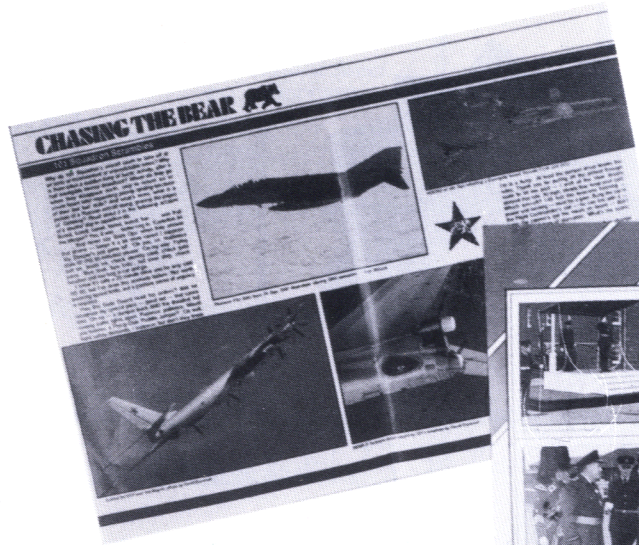


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Letters to the Editor

A 'Good Show'

The following is an extract from a letter received at RAF Locking from a gentleman who benefited from the courtesy of a Service family from the Station:

Dear Sir,

On Monday evening last (November 16 1988), I had the misfortune to break down on the airport road and although my hazard lights were on and it was obvious I was in some kind of trouble, no one would stop to give assistance for almost half an hour. Then a young couple with a small baby came along in their Mini on their way to Locking camp. They went out of their way to take me into Locking village to a telephone kiosk. Unfortunately I had no money with me and they kindly loaned me enough to telephone my wife and the AA.

In my dilemma I omitted to ask their name and address. I feel it is too great a task for them to be traced, but if it were possible I would like them to be reimbursed, otherwise will you use the enclosed cheque for the RAF Benevolent Fund.

With many grateful thanks,

Yours sincerely
G C Day

This is a true story of a Good Samaritan from RAF Locking; the young couple have not been traced but their good act has reflected on the standards of the Royal Air Force.

Security Bulletin

We have all heard of the discovery of IRA explosives and other hardware in the London area just before Christmas — suffice it to say that although a major setback for the enemy, the event serves to emphasise that the game is very definitely still on. The fact that the holiday period passed without incident, while satisfactory in itself, should not lead us to believe that we can afford to relax our vigilance. Our duty security personnel are doing a good job; we can all assist them by remaining alert to anything and anyone suspicious. Control of entry must be maintained on all premises and we must continue to be careful off-base, avoiding the presentation of collective and easy targets and employing *Sharkwatch* whenever necessary. The ban on off-unit parties remains in force and on-base functions must be notified to the SSyO.

When did you last turn your ignition key without having first checked your vehicle for IED?

Semper Vigilante

A Fishy Tale

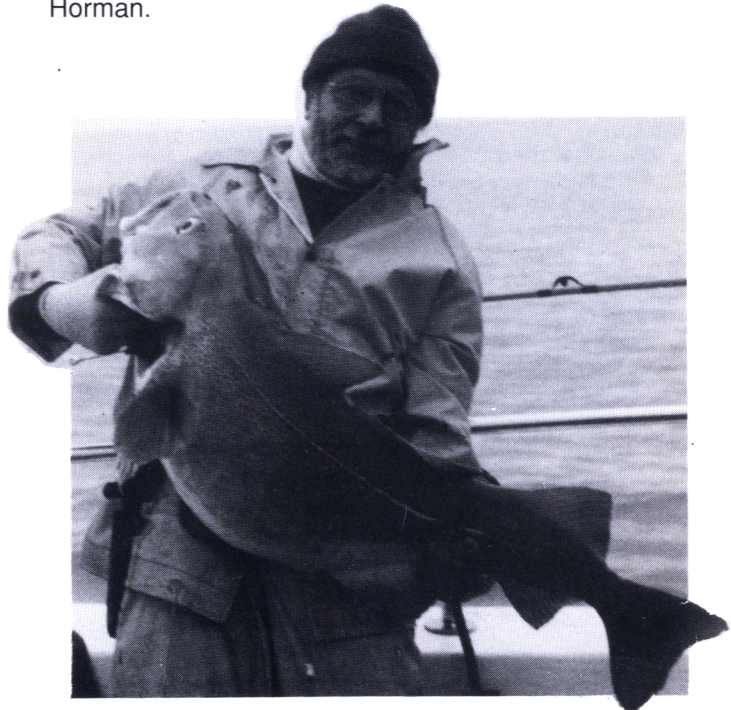
D J Horman C10
1(T) Blk
RAF Locking

Dear Sir,

You may be interested in the accompanying photograph. This is a cod of 36lb 2oz which was caught by me on Wednesday January 25 while fishing for the RAF Locking angling team against RAF Chivenor. The fish has been reported in the local and national press as being very close to the Bristol Channel record. It was caught in fairly shallow water about half-a-mile out of Watchet from the boat 'Scooby Doo' skippered by Steve Yeandle of Miranda Marine. Needless to say, RAF Locking won the match. The cod was given to the hospital for the elderly at Williton.

Yours faithfully
D Horman

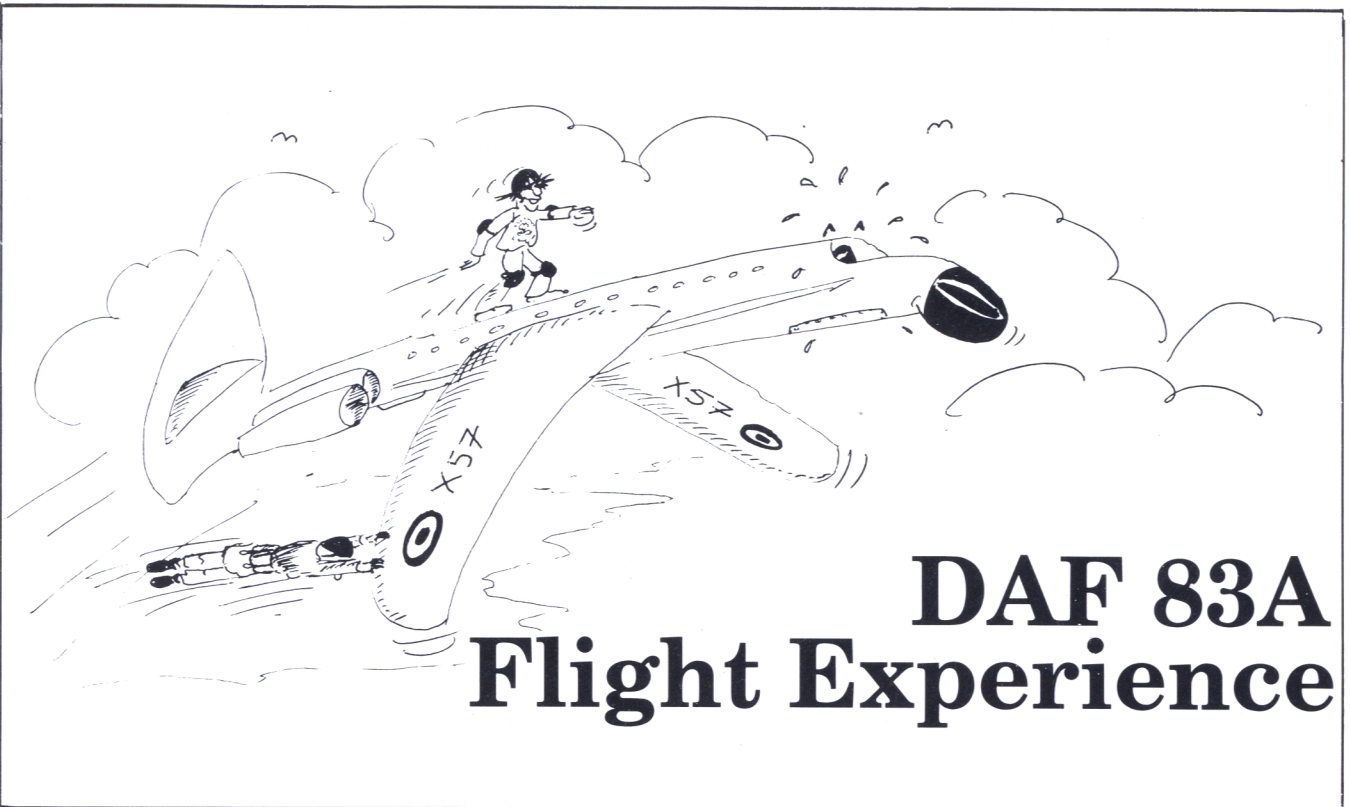
Team members were: WO Keith Phillips — Captain, Cpl Taff Wilcox, Cpl Chris Manning and Mr Derek Horman.



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DAF 83A Flight Experience

After getting up on Friday January 20 at the sort of hour we have not seen since RAF Swinderby, we all prepared ourselves for a long journey, though we were unsure of exactly what we should take.

At 0530 hours the 12 trainees that make up DAF 83A, along with Fg Off White and an MT driver, set off towards RAF Brize Norton, where our flight was due to take off at 0850 hours.

After an hour's sleep we arrived at our destination, just in time for breakfast. After this we moved on to the departures lounge, where we awaited eagerly for the go-ahead to board.

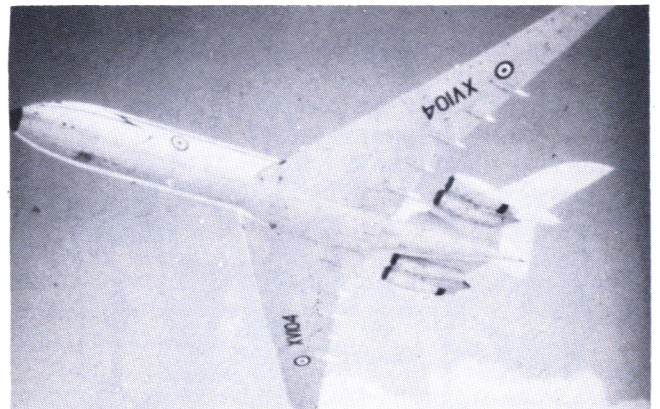
Suddenly there was a period of confusion, and amid this it emerged that the aircraft was grounded 'for technical reasons'. Fortunately this blow was softened by the offer of another at lunchtime. The offer was snapped up.

All this meant we were stuck in the terminal for hours with nothing to do but throw our money in the machines, so Fg Off White ran around between various telephones and managed to arrange a tour of the Station Fire Department. By 1030 hours we were climbing all over the Station's fire engines and arranging with the firemen who would be rescued first should the aircraft crash!

On completing this tour we were disappointed yet again with the news of a two-hour delay to our second flight. This gave us time to return to the mess for a very enjoyable lunch, and then reservedly on towards the terminal again. Would we get a flight, we all asked ourselves. Fortunately there were no problems with this second aircraft and by 1400 hours we were taxiing out towards the runway on a VC10. Our anticipation was running high as we pondered on what to expect. Those of us who had never flown before were a little apprehensive as to whether or not we would throw up, and Fg Off White threw down the gauntlet when she said that whoever was sick first bought the drinks.

The flight began with a smooth take-off and a climb above the uppermost cloud level. The few of us for whom this was our first flight will never forget the sight of the roof of the cloud, lit up by a very bright sun, as we flew out towards RAF Lyneham.

Once at Lyneham, the aircraft turned round and returned to Brize. At various times throughout this flight we were allowed onto the flight deck, one by one, to see how difficult and complex the job of the aircrew really is.



On returning to Brize, the pilot successfully completed a few circuits and bumps before, at 1630 hours, finally landing safely. It is an experience we shall never forget, which ended far too soon. Hopefully the chance will be made available again.

By now, though, most of us were thinking of home, so we were rushed back to Locking where, amid the confusion, our packed lunches were temporarily lost, but thankfully soon found again.

Oh, and as regards Fg Off White's challenge, well, it's your round, Ma'am!

**AC Baker
DAF 83A**

History of Ten Tors

The Ten Tors Expedition was conceived in 1959 by three army officers — Lt Col Gregory, Maj Parker and Capt Joyner — who were stationed with the Junior Leaders' Regiment, Royal Corps of Signals at Denbury Camp near Newton Abbot. In September of that year these three were camped during an exercise near Sittaford Tor. Over their evening meal they discussed the challenge that Dartmoor presents to the walker and came to the conclusion that it was the kind of challenge that could be put to British youth.

In those days there were few opportunities for adventure training. The Outward Bound Trust provided specialist courses as it still does, but few schoolchildren or young employees were able to participate in adventurous activities. Ten Tors did much in this respect to meet the needs of the services and the youth organisations of the south west.

The first Ten Tors was held in September 1960. It was a mild success with 203 young people participating. It was repeated in the following years at Whitsun, and year by year its popularity grew. There obviously had to be a limit to the number of participants that the organisation and the moor itself could take and in 1965 this limit was set at 2,000. In the years that followed the limit tended to be ignored and the numbers crept up gradually. A record 2,604 crossed the starting line in 1977, much to the annoyance of the local farmers, and in 1980 the figure rose to 2,671. A limit of 2,400 is now aimed for.

The history of the expedition is one of evolution. At first teams were ten strong, but they were soon reduced to a more manageable number of six. In 1960 there was a 50-mile hike only; in 1961 a 35-mile



event was added; and in 1962 came the first long-distance route of 60 miles. From 1960 to 1967 the teams assembled at Denbury Camp and were driven on Saturday morning to the start at Haytor. The expedition finished on the western fringe of the moor at Willsworthy (where the RAF bases its training) and successful participants were then driven back to Denbury. In 1968 Denbury Camp closed and Okehampton Camp was chosen not only as the new assembly point but also as the start point for the

expedition. The finish that year remained at Willsworthy, but in 1969 this too was switched to Okehampton. With the start and finish in one place, control was eased and the service to spectators improved. However, the use of Okehampton did present one large problem. Most of the north moor is very remote and exposed, and it is very hard to walk. Since all teams were now required to cross this area on both the outward and return journeys, the expedition became more difficult. Moreover, in the later stages, teams were in the worst area for possible rescue just when they were tiring and darkness was approaching. For safety, therefore, the duration of the expedition was reduced by two hours, and the medium and long distance routes were reduced in length to 45 and 55 miles respectively. From 1961 girls of all ages (14–19) were restricted to entering the 35-mile event. Since 1975, however, there has been a gradual movement towards equality of the sexes, and girls of 16 to 19 are now given the choice of entering either the 35-mile event or the longer distances (according to age) under the same conditions as youths and young men. In 1977 a special one-day event was introduced for handicapped children.

From 1960 to 1967 the expedition was organised by the Junior Leaders Regiment, Royal Corps of Signals. Since 1968 it has been the responsibility of Headquarters South West District, based first at Sherford Camp, Taunton, and since 1978 at Bulford Camp. All three Services are represented on the main committee and all three contribute to the staging of the event.

The RAF has, from the first expedition, regarded Ten Tors as a valuable exercise for its younger airmen and airwomen. Each year it has entered enthusiastic teams, and always it has achieved better-than-average results. RAF Halton has a record unequalled by any other participating organisation. Its single entry in 1960 was the first team ever to complete the expedition. Five years later, in 1965, it established the record for the largest number of successful teams in any one year. It entered two teams in the 60-mile event, five in the 50, and one in the 35 and all eight were successful. In recent years it has done particularly well in the 55-mile event and in 1980 one of its teams, led by Technician Apprentice P P Simmonds, became one of the fastest ever to complete a long-distance route. Other RAF stations have had their successes, including RAF Hereford who, in 1967, in the worst weather conditions yet, did outstandingly well in having all four of its teams succeed. That year a total of only 86 teams completed the expedition, and over 1,250 individuals fell out.

ATC participation in Ten Tors was, for several years, restricted to squadrons based around Dartmoor. Gradually, however, units throughout the South West began to enter teams, and good results have consistently been achieved. In 1975 ATC teams first attended the RAF training weekends, and this has now become established practice for most participating squadrons. In 1981 the ATC had its first 55-mile entry, and it succeeded.

Dartmoor

Bowerman's Nose.

Dartmoor is a National Park to which visitors swarm each year to look at its picturesque villages and valleys, its moorland and its tors. They make a special point of seeing Widecombe with its cathedral-like church and its ancient fair that once attracted 'Uncle Tom Cobley and all'. They visit Haytor with its mighty rocks and its view over surrounding countryside towards Torbay, and they pause at Dartmeet where the East and West Dart rivers merge and head for Totnes and Dartmouth. Above all they visit Princetown to stare at its awesome prison and maybe catch a glimpse of some of its unfortunate inmates. Yet few of the visitors see and sense the true heart of Dartmoor which is to be found but a few minutes' walk from Princetown.

Since the Middle Ages much of Dartmoor has been cultivated, and in these parts attractive villages are surrounded by lush green fields and linked by narrow, twisting lanes. Trees abound in many fine valleys, and old stone bridges cross swift-flowing streams. However, north and south of Princetown are patches of moorland — not great in size — that have never yielded to agriculture, although they do provide grazing for ponies, cattle and sheep. These areas, each little more than eight miles across, are all that remain of what was once a much larger wilderness where wolves roamed even as late as the sixteenth century.

Dartmoor is part of a mountain chain that was formed 300,000,000 years ago. A collision of continents caused the surface of the earth to be thrown up to form mountains. Much of the lower rock was melted by the heat of the collision and the resulting liquid flowed beneath the newly-formed mountains. It then cooled and crystallised in a long, narrow strip stretching from Dartmoor to the Scilly Isles. As the liquid cooled granite was formed, and in places tin, copper, lead and zinc crystallised in cracks between rocks to form veins of mineral. To the south of Dartmoor and in Cornwall cooling granite gave off hot gases which in turn changed other granite nearby into china clay.



With the passage of time the surface rock has been eroded by weather action, and the harder granite beneath has become exposed. Today Dartmoor is no longer a mountainous region but is a gently rolling upland with an average elevation of 1,200 feet. Its highest point is 2,039 feet at High Willhays, just south of Yes Tor.

In the remaining wilderness area which is the true heart of Dartmoor, much of the surface has been reduced by high rainfall to peat. Like an enormous sponge this holds a vast quantity of water which it releases only slowly by seepage. In places the surface soil supports heather and long grasses, but elsewhere the ground is pitted and saturated. Standing out on the skyline and giving the moor its almost unique atmosphere are the tors — unrotted piles of granite that seem to cap almost every piece of high ground.

In fine, sunny weather this area of wild, bleak moorland can appear almost attractive and inviting. However, fine weather here is a bonus. The prevailing winds sweep in off the Atlantic, often at gale force, bringing with them hill fog and heavy rain. Mist may blanket the moor for long periods, and wind and rain combine to create dangerous conditions for the unprepared walker. Settled weather is unusual here, and warm sun can rapidly give way to bitter winds, thick mist, hail and thunder. Then, almost as suddenly, the sun and warmth may return. During a period of only a few hours conditions may give rise to the extremes of exposure and heat exhaustion, and the walker must be wary of both. For him, Dartmoor can be a very hostile environment; it is certainly a very challenging one.

Following continued problems with users of the photocopying facilities at the Regional Printing Centre, we are happy to publish the following self-help guide: Ed.

What to do when

The Photocopier Breaks Down

1 Do not call for service until everyone concerned has had time to form an opinion as to what is wrong. Give each member of the staff opportunity to correct the problem. Whenever possible, all controls and adjusting screws should be turned.

2 After several days, when the machine malfunction has become a major emergency, place an urgent call for service. Fridays are best, but any time after 1600hrs is OK.

3 Alert all personnel so that each can give their version of what is wrong. Suggestions on how to fix the machine will be welcomed by the engineer.

4 Hide the service history log that is found inside the machine. Make several references about the man who was here for the same problem last week.

5 Have at least four graduate senior RAF engineering officers present to ask highly technical questions which are in no way related to the problem.

6 Advise the engineer to get a move on as staff are waiting for their photostat copy of the *Telegraph* crossword

7 The minute the engineer arrives, ask what caused the delay. Make it clear that you expected him two days ago. Before he can answer, ask him when the machine will be back in service.

8 The machine should be as dirty and greasy as possible. A mixture of oil and pencil sharpener shavings works well. If the machine has electrical components, add staples and paper clips.

9 Assign a member of staff to supervise the repair; someone who has never seen or used the machine is preferable. Bad breath is a plus here and scores bonus points.

10 Ask again when the machine will be ready. Good timing is essential and when the machine is in 800 pieces and spread all over the floor will be just great.

11 Be sure the machine is in a narrow passage with plenty of people passing by, each making a comment about the time the repair is taking. The lighting should be kept as low as possible, as good engineers can work blindfolded.

12 Ask if the machine is ready yet. If the engineer is looking at the schematic diagram, ask if he knows what he is doing. It doesn't hurt to mention that you repaired the toaster last week without the aid of a schematic diagram.

13 When the repair is completed, tell him what a swell job he did. Say it should be a swell job it **@**@** took long enough.

14 After he has gone, call his supervisor and say the machine is worse now than before. Follow up with a letter with copies to the head office.

Alice in Wonderland Word Search

C Q U E P B W S B F E O W
H R Z P Y A X T V W L Y C
E E W H I T E R A B B I T
S T E U T C R A Q O K S U
H T R R E T N E P R A C B
I A A P B V S H C G W F O
R H H O X U E F W I A V G
E D H Z O Y P O C A L T N
C A C M B H M N D W R A I
A M R A V C N E W D U F M
T O A C O S M E S F S T A
D C M F B L U U U D T V L
S T R O O K L Q L W R F F

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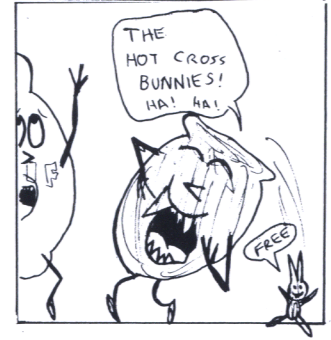
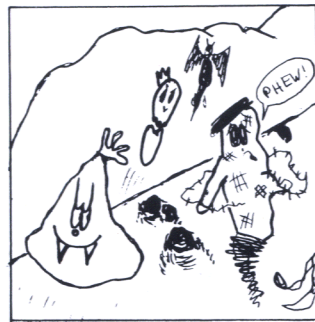
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Give a Dog a Bad Name

'There is nothing more difficult to carry out nor more doubtful of success, than the installation of a new order of things. For the reformer has enemies in all those who profit by the old order, and only lukewarm defenders in those who would profit from the new order. This lukewarmness arises partly from fear of their adversaries and partly from the incredulity of mankind, who do not truly believe in anything until they have had actual experience of it'.

The quote by Machiavelli, made some 500 years ago, makes one wonder if he had foreknowledge of the attempt by the directorate of training to introduce IJPT (Integrated Job performance training) into the Royal Air Force. Since this was not possible it becomes obvious that he was just applying common sense to the complex field of human behaviour. It is, therefore, not surprising that his words today are just as relevant as they were 500 years ago and they should sound a warning bell to anyone who would strive to implement innovative changes. Innovators must also be aware that the management of change is usually more critical, and has more impact on its adversaries than the change itself, and that the most important aspect of managing change is communicating with those who will be affected. This article seeks to dispel some of the myths and misconceptions about IJPT.

Opponents of IJPT usually have one thing in common – they do not understand what it means or what it seeks to achieve. Those who understand will tell you that it is almost impossible to argue against IJPT since the concept is based on applied common sense. The idea that integrating theory and practice is revolutionary and harmful to lecturers is laughable. What better system can be conceived than actually teaching students fundamental and applied principles just before they need to use that knowledge in the pursuit of diagnostic skills.

Most trainers would undoubtedly agree with such a concept and indeed the slice one slice two strategy recently introduced is a step along the road to full integration. At the end of this road to integration there is no large block of theory at the front end of the course but a sequence of practical exercises, where theory and knowledge are provided directly prior to the need to apply them in a real situation, which attempts to mirror the work environment as closely as possible. Sceptics are already saying that it will not work, that extra resources will be needed, that profiling and planning will be impossible, plus a host of other arguments against the introduction of IJPT. This comes as no surprise to the innovator, because Machiavelli has already warned him 500 years ago that there would be opposition, however integration is highly desirable, makes sense to most instructors and is of immense benefit to students; it should therefore be pursued vigorously.

The job performance part of the IJPT strategy, once again, can surely not be challenged. All training

courses, yes even the present basic trade courses, are job performance related since they are invariably based on a task analysis. Nevertheless this does not stop adversaries of IJPT assuming that job performance related training means throwing out all the supporting theory and training monkeys. Nothing could be further from the truth and it is interesting at this point to note that early opposition to SAT (Systems Approach to Training), which is now fully accepted and of course much preferred to the new upstart IJPT, involved such eminent personnel as Air Chf Mshl Craig who said that 'SAT is fine for training monkeys'. Yet who would argue that for the last 13 years, using the SAT philosophy, that this school has been training monkeys. The experience of many engineering officers is that the school is graduating technicians who are well motivated, highly trained, intelligent young men with high expectations of an interesting and challenging job diagnosing faults on complex electronic equipment. Unfortunately, and regrettably, the job fails to live up to their expectations and they quickly become disillusioned. This surely reinforces the need for basic training to be more job related than the present courses.

It should now be fairly obvious, contrary to the opinion of many of its adversaries, that IJPT was not thrust upon an unsuspecting RAF by an outside training consultant. The strategy and requirement came first; the method of implementing such a strategy was then sought and IJPT became the front runner. Do not be put off by the name but look beyond to try and understand the philosophy behind the new strategy and you may become an advocate of IJPT rather than an adversary.

**Sqn Ldr D A Longden
OC Course Design Sqn**



Don't worry – he's on the old course

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Poetry Corner

This month's contribution to *Airwaves* is intended to serve as a constant reminder to the inhabitants of SHQ of those dark days in February when there was no water for what seemed like days and days. It was actually only two days that the saga of the water took place, but I have used poetic licence to emphasise the point.

Water Palaver!

'Twas on a Monday morning
That BT came to call
And no one on the Station knew
That they were there at all.

They came in with their diggers
A cable they would lay
And rumour has it they were told
There's nothing in your way.

'Twas on a Tuesday morning
That all the fuss began
The digger hit a solid pipe
And out the water ran.

'Twas on a Tuesday morning
A drought hit SHQ
They sat around and scratched their heads
Oh dear what shall we do.

'Twas on a Wednesday morning
And still there was a drought
And one or two in SHQ
Began to scream and shout.

'Twas on a Wednesday morning
That it became quite plain
That no one had done anything
Except to pass the blame.

'Twas on a Thursday morning
With chaos all around
They came up with an answer
A solution must be found.

'Twas on a Thursday morning
And at last a cup of tea
And sweet relief to everyone
How sweet relief can be.

'Twas on a Friday morning
With water clear and bright
A flood occurred in SHQ
And then we had no light.

'Twas on a Friday morning
Oh it was such a shame
But everyone took comfort
Knowing BT was to blame . . . or were they?

Avalon

Radio

A brief history

When the electrical and wireless school opened at Flowerdown in 1920, to train wireless operators, the need for communication between RAF aircraft and Royal Artillery gun batteries was well known. In 1915, RE8 spotter planes, fitted with a small spark transmitter (Sterling Type 52) operated by the pilot, sent Morse coded signals to the battery. One RFC W/Operator was allotted to each battery and carried a small crystal receiver (short wave tuner) and a set of popham panel ground strips. The aircraft provided information on the location and range of targets, and after firing started, reported the position of 'hits'. The SW tuner had a quartz crystal detector, tuned by a cat's whisker and was found to be unstable under gunfire. A valved receiver was used later, but early valves were microphonic and were also affected by gunfire.

Aldis lamps were used between aircraft and the batteries in the event of radio failure, but the Army did not like this, as the lamps were liable to give away their position. Messages in weighted bags were dropped from aircraft, and the reply, in a bag, was suspended on a cord between two poles (or rifles with fixed bayonets stuck into the ground) and picked up by means of a hook on a retractable arm, hanging below the fuselage of the aircraft.

The E and W school commenced apprentice training at Flowerdown in 1922, and was transferred to east Camp Cranwell in 1929. In 1956 the school moved again, to RAF Locking where it remains today, although apprentice training ceased some years ago. Other radio schools, during World War Two were located at Yatesbury, Compton Bassett, (both now closed) and Cosford.

By the 1930's, it was realised that to cover the diverse roles of Army co-op, fighter, bomber, coastal, and transport aircraft, separate command HQs were necessary for each. Also, the 'radio fit' in these aircraft depended on the operational role of the command. Some standardisation was possible, and the T21/Tf Mod receiver was used for all long distance W/T communication. Army co-op aircraft also carried a two-way R/T equipment, plus the single transmitter, T32 for use with the artillery. The TR2 later fulfilled both functions. Fighter aircraft had small HF R/T transceivers TR9s for fighter control.

Air traffic control by radio was a late starter. Initially, an airfield caravan, located on the edge of the grass airfields, marshalled aircraft into the take-off position by Aldis lamp signalling, and landings were signalled by the same means. In bad visibility, Very cartridges, in red or green colours, were used. The TR9, HF set was perhaps the first communications facility for air traffic control, and some caravans were fitted in

Radio!

of radio in the Royal Air Force

advance of the availability of control towers.

Before the end of World War Two, VHF frequencies were in use, and the TR1133 four-channel transceiver came into use both for air and ground. The TR1143, with 12 channels followed, and an American made version, known as the TR5043. The early GCI control was carried out on VHF frequencies also. Ultimately, UHF was introduced and fitted in all RAF aircraft.

In recent years much progress has been made, and communications are much more advanced.

Navigation for long distance flying was an urgent requirement. In the early days D/F loops were fitted to all except fighter aircraft, and used to obtain bearings from MF beacon transmitters. D/F stations were also set up, and aircraft carrying two-way W/T could ask for bearings, or 'fixes' from these ground stations. At first, MF D/F stations existed, but were replaced in turn by VHF and later UHF/DF stations. (It is interesting to note that the US Air Force fighter aircraft were also equipped for reception of MF beacons in early World War Two days.) But, during war operations, strict 'radio silence' has to be observed, both by aircraft and ground stations, which ruled out all these navigation systems. The introduction of other types, such as Gee, Loran, Oboe and Decca was therefore most opportune. These are all the Lattice Navigation systems and Oboe was the most accurate of these and used by Bomber Command target marking aircraft.

Turning to ground communications, initially all RAF stations in UK were fitted with T19 transmitters and R1084 receivers, which were also used for ground/air W/T communications. In the late 1920's the RAF started to spread into the British Empire and communication with these outposts, especially in volatile areas like the Indian north west frontier were essential. So, all overseas stations were fitted with the T19/R1084 combination, and when conditions were right, traffic was exchanged. But, over these distances, an MF link was far from reliable.

In 1924, Flt Lt Jack Durrant, signals officer at Gosport, designed a short wave transmitter, operating at 30 metres. Amateurs in several countries were similarly engaged. Durrant's circuitry and construction details were sent to all overseas stations and a date and time set for tests with Gosport. Malta was the first to make contact, and the remainder followed in a short period. It was a most successful test. By coincidence, an important message was held up by

adverse conditions on the MF 'net' but when offered on 30 metres, was through immediately, much to the surprise of the Air Ministry! It was not long after this that their RAF inter-command short wave network was set up. At first the Durrant equipment was used, then T58s of similar design followed, using two VT5B valves in push-pull. Some stations had used a high power long wave transmitter, T28, and when some of these were made redundant, the components were used to make higher powered versions of the T58, using VT9B valves. Two of these were used for flying boat flights from UK to the Far East, and gave very satisfactory service. Later the inter-command stations were equipped with Naval T26 transmitters, and then Marconi SWB8 and SWB11's. The latter were capable of automatic high-speed keying. Progress was also made with aerial systems, dipoles giving way to Koomans arrays, Rhombics and Vee Beans.

Mobility, not merely for squadrons, but also for HQs, was always necessary, and in the early days of World War Two some 'green line' coaches were bought by the Air Ministry. They were fitted with SWB8 transmitters, R1084/CR150 receivers, perforators and undulators, cypher equipment, aerials and masts, AC power supplies, plus personnel transport. The whole was named a 'heavy mobile W/T unit' and the first went to France in 1940. Some went to the Middle East, Iraq and Persia, and gave great service.

This nearly brings us to the present day, and in recent years much progress has been made, and communications are much more advanced. Whatever system is in use, the aim must always be for reliability and speed, together with maximum security.

Wg Cdr Gilding
RAF (ret'd)

**STAY
COOL**

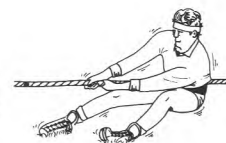
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COOL OFF WITH US

Ploughmen of 8 Area



Have you seen these strange chappies walking around in *big* boots and track suits on 8 area? They are all shapes and sizes usually to be seen in a collection of boots, tracksuits and hats. Do you know what they are doing? Believe it or not they are actually training for the Station tug-of-war team. Yes — we have a tug-of-war team, a group of people who are prepared to train and work hard at a sport whose history goes back to the days of the Egyptians. Tug-of-war is a sport dominated by England, and not many other sports can claim that these days. In recent international events the English team have successfully competed against teams from all over the world, including the USA.

What does the training involve? It is a mixture of basic strength and stamina training, which includes carrying sandbags around and exercises to strengthen backs, thighs, legs and arms. A large amount of training revolves around the main tool of the sport, that is the bit of string that you hold onto. The string is actually 10 to 12.5cm in circumference so it is a little bigger than a washing line. The rope work includes tying it to a convenient tree and learning to hold the rope properly, this progresses to attaching a *big* elastic band to the tree and seeing how far it can be stretched. Finally coaching is given in the art of actually pulling against another team and 'using' the rules to obtain a result. Yes, rules do exist in such a basic sport.

The old system of dragging the biggest eight

drunks out of a beer tent on sports day is out of date; the argument that 'I am not big enough' also doesn't apply. This is because all tug-of-war events are organised so that teams of similar weights pull against each other. The weight categories start at 560kg for a team of eight fit men, to catchweight, although this is not used very often. As this is a training school even I can work out that eight into 560 only gives an average weight of 70kg (11 stone 2 pounds) — not that heavy. So everybody is heavy enough. The only things to stop anybody taking part are high blood pressure and knee or back problems.

How will the Station team be involved during the forthcoming months? On May 19 an RAF Championship is to be held here at Locking, and on May 28 the team has been invited to enter an inter-services competition at Windsor in front of The Princess Royal. A team of under 19-year-olds are to be invited to represent the Station at the Royal Tournament in London and finally an event is to be organised for Flowerdown Fair Day. Plus numerous civilian and service competitions are held throughout the summer.

At the moment we have 12 people in training, but if you are interested in finding out the truth about tug-of-war then contact FS Thorpe on ext 408 or Cpl Moss on ext 267.

PS. There is no rank in tug-of-war except the *rank* stupidity in getting involved in the first place.

To the 'Bitter' End . . . !

RAF Locking Charity Darts Knockout

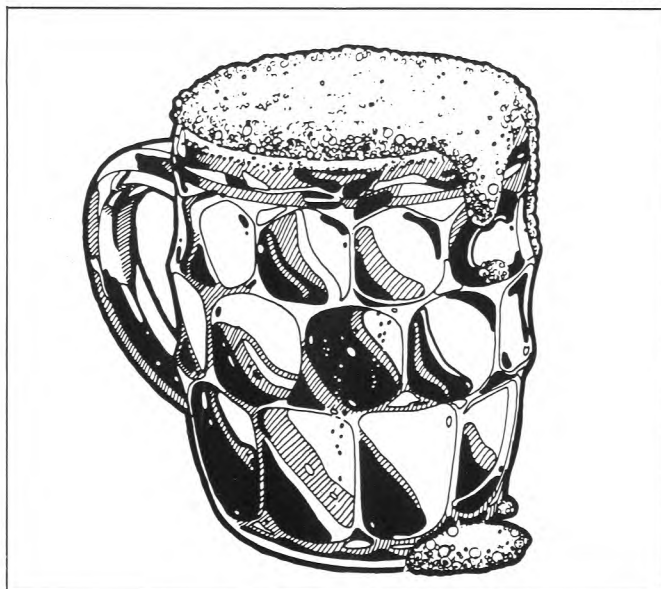
The qualifying rounds for the darts knockout were held during January to provide four players from each mess/club to play in the final on February 2 in the Sportsmen's Club. Some good darts were thrown but all the players went through a hot and cold spell resulting in some excellent scores (even a 139 finish) followed by a very low score (3). Nerves seemed to play a big part in the results until the beer started flowing, in some cases too much (notably the eventual winner).

The final was contested by Cpl Dale Walkden and Sgt Dave Claxton over the best of seven games. Dale went into a blistering display of darts and went into a 2-0 lead then nerves seemed to get the better of him and with a lot of luck on Dave's part the final result was a win for Dave by four games to two. The final was completed in the early hours of the morning and I would like to thank the Station Commander who remained to the bitter end to present the finalists with their trophies which were donated by the Sportsmen's Club.

During the evening a raffle was held and I would like to express my gratitude to the messes/clubs for donating a prize and especially Mr Brinton (Naafi shop) and Mr Coombes (newsagent) for also donating a prize.

I would like to thank all those who helped organise and gave their support to this event and to Sgt Tyrrell who ran the bingo. The final total raised for charity was £77. Perhaps next year, with a few more players taking part, we can make it a ton plus?

Oche



Fitness and Exercise — Why Bother?

Sgt Vaughton, PEd Flt

Why walk when you can take the car? Why go for a run when you can stay in and watch TV?

Why indeed? Because exercise is essential in promoting general good health.

Our bodies haven't kept up with the fast-changing way of life — labour-saving devices, fast food and sedentary jobs.

By taking exercise which should be regular we not only strengthen external muscles but we use and strengthen our internal systems, including the heart and lungs. As heart disease is one of the most serious health problems affecting men over 50, so it is becoming more and more common in men and women under that age.



and after.

Exercise combats the deterioration of muscle and bone, which we usually think of as part of ageing.

The effect of regular exercise is to get the circulation going, pump up the heart-beat, keep the arteries unclogged and strengthen the heart.

So to improve your general well-being start to use the sports and leisure facilities available to you or change your daily routine to include exercise and improve your chances of a longer and healthier life.

For further information on fitness and exercise contact your PEd Flt in the gymnasium ext 242.



Before...

The benefit of regular exercise is almost impossible to exaggerate. Exercise should be enjoyed, not looked upon as some sort of painful experience. It affects not only your body but also your outlook and attitude to life. Also, a regular exercise programme combined with a controlled diet is the only effective and efficient way to keep your weight within the safety range for your health, so helping to avoid the dangers of diabetes and heart disease.

Exercise can help mentally as well as physically. Emotional turmoil, frustration and sadness can be worked out physically as much as mentally.

If you feel you have no time for exercise, stop and think about your daily routine. Could you cycle to work instead of using the car? Use the stairs instead of the lift? Walk at a brisker pace? There are many things you can do to encourage exercise in your daily routine.

If you haven't exercised for a long time, take advice from medical or PEd staff. If you feel sluggish, tired, apathetic, start slowly, a walk round the block — then briskly, followed by a walk/running until eventually you can run the whole distance. A good gauge for work rate is that you should be able to hold a conversation but not able to sing. Eventually you will begin to feel more active and have a brighter outlook on life.

Exercise should be part of your life from a baby to old age. You are never too old to exercise.

RAF Western Band

The band have recently been to CBS Studios in London to make a new recording for the 'Bandleader' label, called 'Out of the Blue'. It has just recently been released and is available on compact disc and cassette from Cpl Platt. The prices are:- • Compact discs £8.50 • Cassettes £5.50

The contents are:-

- | | |
|--|--------------------------|
| ♪ <i>Out of the Blue</i> | — Bath |
| ♪ <i>Eagle Squadron</i> | — Alford |
| ♪ <i>Cavalry of the Clouds</i> | — Alford |
| ♪ <i>Blue Devils</i> | — Williams |
| ♪ <i>Howards' Way</i> | — May arr Laidler |
| ♪ <i>Blue Rondo a la Turk</i> | — Brubeck arr Martindale |
| ♪ <i>The Swan</i> | — Saint-Saens arr Wiffin |
| ♪ <i>Doyen</i> | — Richards arr Wiffin |
| ♪ <i>Homage Fanfare</i> | — Wiffin |
| ♪ <i>Glorious Victory</i> | — Kendall |
| ♪ <i>The Middy</i> | — Alford |
| ♪ <i>Down in the Skullery</i> | — Wiffin |
| ♪ <i>Cryptic Message</i> | — Wiffin |
| ♪ <i>What Are You Doing For
The Rest of Your Life?</i> | — Legrand arr Geddes |
| ♪ <i>The Cowboys</i> | — Williams arr Curnow |

The Soloists are:-

- | | |
|--|--------------------|
| ♪ <i>Howards' Way</i> | — Cpl Graham Grand |
| ♪ <i>Blue Rondo a la Turk</i> | — JT Spencer Bundy |
| ♪ <i>The Swan</i> | — Cpl Alan Simpson |
| ♪ <i>What Are You Doing For
The Rest Of Your Life?</i> | — Cpl Vince Ford |

Cpl Graham Platt Royal Air Force Western Band

Locking Ladies

Flowerdown Fair 1989
24th June

To all Locking Ladies:
Volunteers are required to support our major charity event of the year.

If you feel that you can contribute either your time or ideas to make this a successful day, please contact:

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19 FLOWERDOWN ROAD
Tel 822666



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Church Services

Church of England

St George's Church — Scarf Block ext 292
(telephone answering machine)

Sunday Services

- 9.00am — Holy Communion
- 10.30am — 1st Sunday — Family Service
- 3rd Sunday — Mattins
- Others — Holy Communion
- 6.30pm — Evensong

There is a Sunday School during the 10.30 service.

Church of Scotland and Free Churches

St Andrew's Church — by the guardroom.
Office — Scarf Block ext 360.

Sunday Services

- 10.30am — Morning Worship with Sunday School
- Holy Communion — 1st Sunday in Month

Chaplain —

Padre Leslie Gregory, 3 Partridge Close, Worle.
Tel WsM 514842

The Church is open every day for private prayer and meditation. Marriages, baptisms, and confirmations by arrangement with the padre.

Roman Catholic Church

Holy Cross — Scarf Block ext 360.

Holy Mass

- 5.00pm — Saturdays (Confession before and after Mass)

Chaplain —

Fr Con O'Connell, The Friary, Marine Hill, Clevedon.
Tel Clevedon 873205.

Baptisms by arrangement with the Chaplain.

Weekday Events

Mondays at 8.00pm — Fellowship Group for Bible Study, discussion, exploration of the Christian Faith or just fellowship.

Details available from the Padre.

Thursdays

- 12.30pm — SASRA Prayer Meeting
- 8.30pm — SASRA Bible Study — with singing, prayer and study of scripture.

These meetings take place in the coffee lounge upstairs in Scarf Block. All are welcome to come along to both of the above meetings.

Married Quarters Road Representatives

- ▶ Canberra Crescent
Carole Abbott, 5 Canberra Crescent
- ▶ Anson Road 1-7, 2-40
Anne Lawn, 32 Anson Road
- ▶ Anson Road 9-51, 42-68
Angi Hendrie, 53 Anson Road
- ▶ Anson Road, 53-71, 70-98
Jackie Place, 60 Anson Road
- ▶ Varsity Way
Wendy Laverton, 23 Varsity Way
- ▶ Larkhill Road
Joanne Lambert, 17 Larkhill Road
- ▶ Woolvers Way
Maureen Walkden, 12 Woolvers Way
- ▶ Merryfield Road
Sian Manning, 3 Merryfield Road
- ▶ Oxford Square 2-48
Linda Gudgeon, 24 Oxford Square
- ▶ Oxford Square 1-75
Linda Hobbs, 26 Oxford Square
- ▶ Portal Road
Sue Mellor, 2 Portal Road
- ▶ Trenchard Road 1-12
Sue Mellor, 2 Portal Road
- ▶ Trenchard Road 13-27
Renee Springthorpe, 10 Trenchard Road
- ▶ Pinetree Road 1-15
Renee Springthorpe, 10 Trenchard Road
- ▶ Flowerdown Road 1-7
Cherry Sheppard, 1 Mendip Road
- ▶ Mendip Road 1-9, 11, 13, 15, 17
Cherry Sheppard, 1 Mendip Road
- ▶ Flowerdown Road 9-21
Jenny Treloar, 16 Mendip Road
- ▶ Broadway
Jenny Treloar, 16 Mendip Road
- ▶ Mendip Road 10-16, 19, 21
Jenny Treloar, 16 Mendip Road
- ▶ Spinney Road
Rea McCullough, 4 Pinetree Road
- ▶ Pinetree Road 2, 4
Rea McCullough, 4 Pinetree Road
- ▶ Adastral Road
Rea McCullough, 4 Pinetree Road
- ▶ Tower Hill
Rea McCullough, 4 Pinetree Road

Naafi

- Any queries about the Naafi shop? Contact your Naafi representative:
Pam Hall, 10 Merryfield Road,
Chris Plaxton, 27 Trenchard Road.

LADIES!

The Thrift Shop Needs Your Custom

Recoup some of the costs of clothing your children by selling those items which they have outgrown so quickly. As we sell clothes and other items, the Thrift Shop is also an excellent place to buy bargain-price clothing. By using the Thrift Shop you will also be contributing to charity as ten per cent of every sale goes to a charitable cause.

We accept for sale anything, with the exception of electrical goods, which is clean and in good condition.

The Thrift Shop is housed in Scarf Block, near the Medical Centre, and is open every Wednesday during term time from 11am until 2pm.

- *Come and see us!*

RECIPE CORNER

Tuna Casserole

(Serves 4-6)

185g tuna
Large onion
Medium green pepper
435g mushroom soup
10oz rice (uncooked)
Large packet plain crisps

Preheat oven to gas Mk4/180C. Chop the onion and green pepper and fry until soft. Cook rice and flake in the tuna. Mix all of the cooked ingredients together. Grease a casserole dish (approx 4-5 pint) and line with about half of the crisps which have been crushed. (The remainder of the crisps are for the top of the dish.)

Layer the tuna mixture in the casserole dish alternately with the mushroom soup, ending with tuna mix on top. Complete by covering the dish with the remaining crisps (crushed).

Place in the oven for one hour to ensure the dish is heated thoroughly.

Serve with a side salad when ready. Feeds 4-6.

Locking Wives' Club

January's meeting was a night out at the Coach House in Locking where a brave attempt was made by all present to play skittles. A good turnout made for a lively evening and the break for sustenance ensured we would last out the night.

With a 'prize' given to the winner of each match, true grit and determination won through.

Come and join the friendly atmosphere on March 6 for 'Daisies Don't Tell'.

See you at the Flowerdown Centre.

Mothers and Toddlers

● Come and meet some other mums and have a chat — everyone welcome.

We meet every Monday from 1.30–3pm and Wednesday from 9.30–11am in the Flowerdown Centre.

Toys, large and small, are provided. Coffee, orange and biscuits are available for only 30p.

2nd Locking Girl Guide Company

I will be leaving Locking Guides in July after being guide captain for seven years.

Locking Guides is a thriving company of 32 girls, but in order for the unit to continue, help will be required. This help must come from the village, or RAF Locking, in order for guides to remain locally.

Please let me know if you can offer help in any way, or if you know of someone who would like to help.

Anne Cornish
Guide Captain
Tel 822422



Roundel Club Entertainments

Hi, readers!

Yes, it's that time in the month again when we inform you of past and present goings on in your club.

Firstly to the past, and back to just before the December grant at the time of the Christmas dance. This brought the welcome return of the rock band 'Made in Japan' supported by 'The Itsy Bitsy Band', a comedy group who were fronted by an Alexei Sayle lookalike. Made in Japan put in another outstanding performance and were very well received by a capacity crowd.

An excellent finger buffet, prepared by the Naafi staff, was enjoyed by all. Along with all this, there was a free raffle, the first prize being a super colour television; all this entertainment for the price of a couple of pints!

Moving along now to the New Year and the heavy rock night on January 18. 'Zeus' provided two hours of loud and somewhat explosive entertainment, which the cult followers of this type of music were happy to bang their heads to. Food was once again supplied by the Alex catering corps alias the Naafi girls, serving chilli and rice, and very nice it was too.

January 25 finally arrived after much anticipation. Yes — the dynamic and brilliant Tubeless Hearts. What can we say about these boys from Wakefield — just close your eyes and you would have thought that the disco was still playing. Nearly two hours of covers brought to an end with a compilation of music from the 70s band The Sweet.

Dates For Your Diary

April 12

Dance/disco — Bizness — four-piece covers band

April 26

Video quiz night

May 17

Dance/disco — TBN

Well in advance: the summer ball on Friday August 4.

PP

Trivial Retreat Answers

1. Benjamin Disraeli
2. Sir Winston Churchill (November 10 1942, speaking of the Battle of Egypt)
3. William Shakespeare
4. Oscar Wilde
5. Duke of Wellington
6. Horatio, Viscount Nelson
7. Elizabeth I
8. Mark Twain
9. James 1
10. Abraham Lincoln
11. George III
12. Frank Bruno!

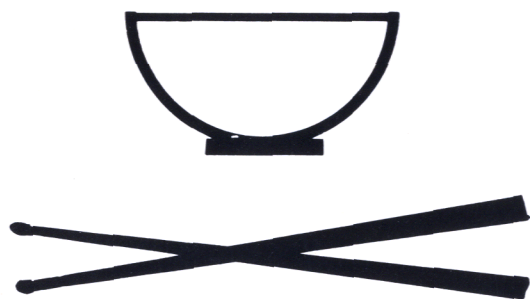
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Once upon a time Toby decided to buy his dream home. He thought that having found the property it would be plain sailing. But alas, this was not the case. He needed a mortgage but didn't know how to proceed. Suddenly, everyone was trying to advise him, until he didn't know which way to turn.



He was told he needed a solicitor, which frightened him a little. The world had suddenly become a very confusing place. He seemed to be needing lots of money for surveys, indemnity premiums, solicitors' fees — the list seemed endless.



Nobody wanted to talk to him anymore it appeared. He didn't know what was happening to his mortgage and the solicitors said they were searching for something but still the home wasn't his. He seemed to be coming up against a brick wall. He was totally in the dark and very frustrated. Of course this fairy story has a happy ending. Toby did acquire his home — eventually — but decided never to move again!



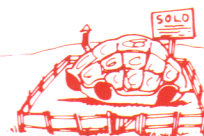
(or only very slowly)



Toby didn't know about our home buying service. We aim to fulfill your dream not create a nightmare. We don't pretend to be a fairy godmother but with 175 years of experience behind us we think we know how to offer the service you want. Having made the transition from the quill pen to the computer we can offer speed and efficiency, along with a caring attitude. Above all we will talk to you, keeping you regularly updated on the progress of your purchase.



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