



AIRWAVES

ROYAL AIR FORCE LOCKING

SEPTEMBER 1992



MATCH OF THE DAY Sheffield United meet the Regiment Flight!

For Final Score, see page 4.

Photo shows United's Alan Cork in 'training' for the new Premier League. Note dummy's resemblance to a certain Arsenal defender!

EDITORIAL

... about thoes spellink mishtaks!

I am pleased to hear that most Airwaves readers are, in general, happy with the current state of the magazine. Thank you for that. However, I must apologise for the odd spelling mistake recently (technical hitch!). I noticed that the Sun also had a few problems with the spelling of Locking when they reported on the

recent visit by Sheffield United.

Talking of sport, Airwaves has a heavy sporting flavour this month (must be the Olympics and everyone looking forward to the football season). Keep those articles coming in, we are interested in anything affecting life at Locking.

Brian Plenderleith, Editor.

Airwaves Staff

EDITOR
Flt Lt Brian Plenderleith
Ext. 7224

SUB-EDITOR
Flt Lt John Buckley
Ext. 7281

DEPUTY EDITOR
Cpl Dave Medway
Ext. 7251

SPECIAL FEATURES
Cpl Don Steer
Cpl Rob Stanley

EDITORIAL ASSISTANT
Mrs Anna Sluggett

PHOTOGRAPHER
Sgt Carl Dutton
Ext. 7212

TREASURER : VACANT
Any volunteers? Contact Ed

AD MANAGER
Jnr Tech Chris Harris &
Cpl Swift

DISTRIBUTION
Flt Lt Dave Grieve

DESIGN/PRODUCTION
RPC

IN THIS ISSUE

STATION SPORTS DAY

Barcelona takes a back seat for the day!

2

SHEFFIELD UNITED VISIT LOCKING

The Blades take on The Rocks . . . !

4

A BRAVE LITTLE GIRL

A Presentation to Becky Dixon

10

DIVING IN SCAPA FLOW

Cpl Jones gets into deep water

11

SPORTS PROFILE

Sgt Streeter gets the treatment!

17

RAF SLALOM CANOEING CHAMPIONSHIPS

Results from 1992's competition

17

LOCKING FROM THE AIR

A bird's eye view

18

THE MAN IN BLACK

A Referee's life is not an easy one !

20

INSTRUCTOR AWARDS

This month's worthy winners

23

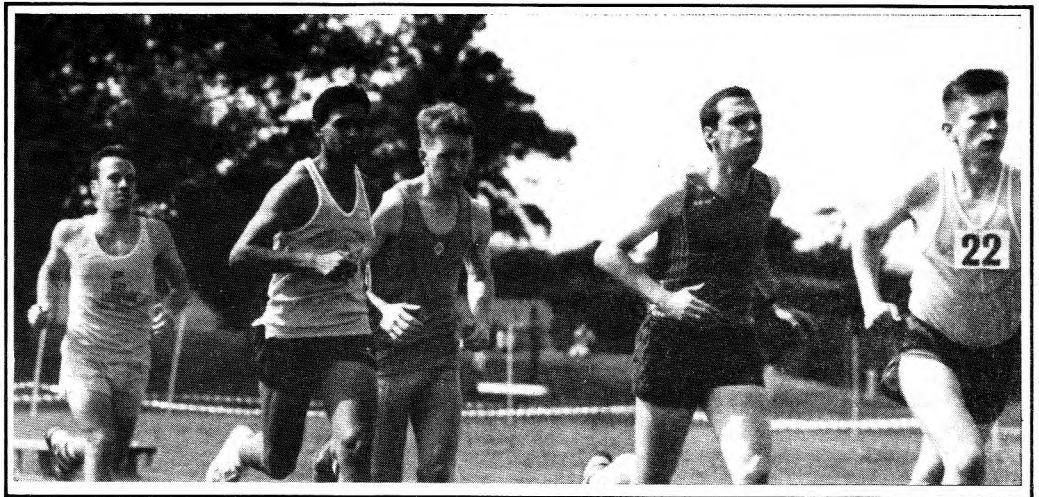
STATION FUN RUN

1992's Run for Charity

24

STATION SPORTS DAY 1992

*The Station Sports Day successfully took place in the Station Stadium on Wed 29 July 1992. Fortunately the weather was on our side and in glorious sunshine the following teams entered their best athletes to compete for the overall Trophy:
Permanent Staff
FTS Trainees
BCMTS Trainees
Comms Ops Trainees*



The action packed afternoon included events for dependants and their children along with a veterans handicap 100m dash and the now established Chain of Command Carry the Can Relay - how a full bucket of water manages to evaporate after one lap of the track still remains one of the unanswered mysteries of the world!

As you can see from the photographs every event was keenly competed for but it soon became clear that it was going to be a three horse race between Perm Staff, FTS & Comms Ops.

The PEd Flt would like to take this opportunity to thank all the competitors, officials and spectators for supporting the event and we look forward to next years competition.

STATION SPORTS DAY OVERALL RESULTS

Mens Competition

1st	Comms Ops	147 pts
2nd	FTS	128 pts
3rd	Perm Staff	128 pts
4th	BCMTS	107 pts

Ladies Competition

1st	FTS	68 pts
2nd	Comms Ops	61 pts
3rd	Perm Staff	50 pts
4th	BCMTS	14 pts

STATION SPORTS DAY

BEST PERFORMANCES :

Men

Lac Robinson (Comms Ops) : 800m

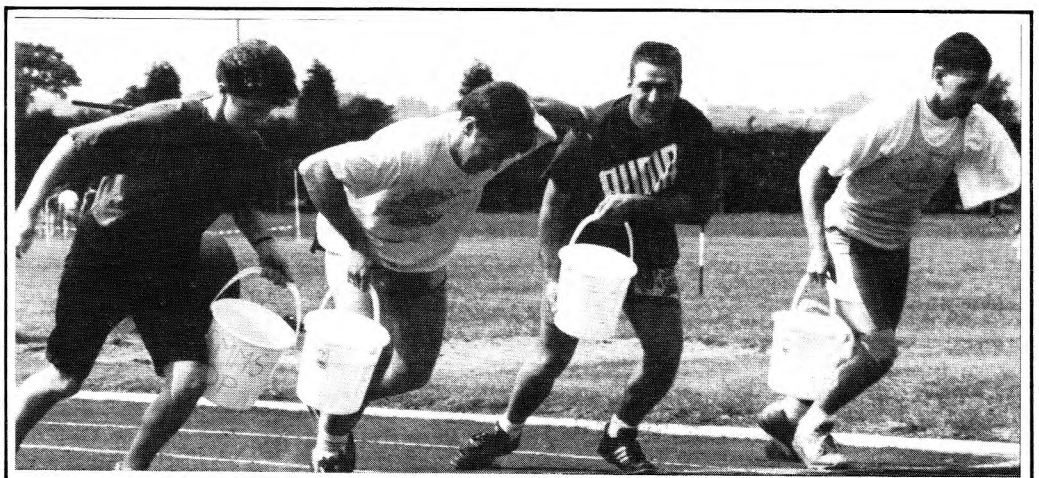
Ladies

SAC Lawley (Perm Staff) : 800m

Veterans Race Winner : Mr Hanlon

Ladies Race Winner : Mrs Longman

Chain of Command Relay Winners : FTS



Top :
The 3000 metres

Bottom :
The start of the Carry the
Can Relay



**M. D. MACPHERSON
& PARTNERS**

INSURANCE PENSIONS MORTGAGE INVESTMENT

13-14 Alexandra Parade · Weston Super Mare · Avon BS23 1QT · Telephone 0934 619595 · Fax 0934 635086

* OPENING ANNOUNCEMENT *

INSURANCE AND FINANCIAL CENTRE

SPECIALISTS IN ARMED FORCES BUSINESS

M D MACPHERSON & PARTNERS are pleased to announce the opening of their latest office at RAF Locking located at the rear of the newsagents facing the NAAFI car park. The office will be manned by consultants who have a total of 82 years experience as serving members of the RAF. Specialist advice relating to the Armed Forces available on:

- | | | |
|----------------------------|------------------------------|----------------------|
| <u>LIFE INSURANCE</u> | <u>FUTURE HOUSE PURCHASE</u> | <u>MORTGAGES</u> |
| <u>MOTOR INSURANCE</u> | <u>HOME INSURANCE</u> | <u>SAVINGS PLANS</u> |
| <u>KIT INSURANCE</u> | <u>HOLIDAY INSURANCE</u> | <u>SCHOOL PLANS</u> |
| <u>AVCS & PENSIONS</u> | <u>PROPERTY MANAGEMENT</u> | <u>ENDOWMENTS</u> |

The following consultants are available to give advice on all Insurance and Financial Services products:

- | | | |
|--------------------|-------------------|----------------|
| MALCOLM MACPHERSON | DAVID KERNAGHAN | DERRICK COOPER |
| GARY COX | GORDON DRINKWATER | |

IF YOU REQUIRE ANY ADVICE OR INFORMATION PLEASE CALL IN FOR AN INFORMAL CHAT, OR TELEPHONE 820016.

- A CHEQUE ENCASHMENT FACILITY IS AVAILABLE -

REMEMBER - House and Kit Insurance can save you a lot of Heartache AND MONEY!

Written quotations are available on request.
YOUR HOME IS AT RISK IF YOU DO NOT KEEP UP REPAYMENTS ON A MORTGAGE OR OTHER LOAN SECURED ON IT. Licensed Credit Broker.
0/137/07/92

Appointed representatives of the Equity & Law Marketing Group (members of which are Members of LAUTRO and/or IMRO) only for the purposes of advising on and selling life assurance and investment products bearing Equity & Law's name.

SHEFF UTD VISIT LOCKING

The Blades get a Beasting!

**"Right," said the Boss,
"What are we going to do with them?"
"Shoot them" said Tony, an avid Middlesbrough Supporter.**

It was another ordinary day at Regiment Flight. The Boss was playing computer games, Steve Malone was fighting with the dog, Floyd. Sgt Chris Baker was scrounging for food, Tony Gill was eating a tin of creamed rice and the Flt Sgt was shouting at some trainees. The phone rang and everybody looked at it. "It's your turn to answer it" said Mick Logue to Chris Baker. "No it isn't, I answered one last week" he moaned back.

Eventually it was sorted out by resorting to the good old rank structure and Tony Gill was ordered to answer it. After a few moments and a few "Yes's" and "No's" he put the phone down and spooned another mouthful of creamed rice into his mouth.

"Sheffield United are coming for a week and they want us to take them for an afternoon". Bemused looks all round.

It turned out that Keith Christie at the Gym had arranged with the Station Commander and the Manager of Sheffield United, Dave Bassett, for the whole team to come to Locking for the week for some pre season training. To give a bit of variety to the constant beasting they were going to get at the Gym he thought it would be a good idea to give them some GDT at the Regiment Section.

Would we take them on? Well, with a section that's football mad there was really no choice. We weren't going to miss a chance like this! In good Regiment fashion a planning meeting was arranged in the Office. The Section was all present, the phones taken off the hook and the door closed. "Right," said the Boss, "What are we going to do with them?" "Shoot them" said Tony, an avid Middlesbrough Supporter. "How about football?" enquired Chris, picking his nose.

Sheffield United with the Regiment Flight.



... Tony Gill, determined to give them a hard time told some of the first team that they were supposed to hold the canisters in their hands and they were only stored on the respirator. He also managed to get the large sizes on the smallest faces and vice versa.



England forward Brian Deane getting 'stuck in'.

"The Gas Chamber's a must" said Mick."

"And some hand to hand fighting" enthused Steve Malone, punching Floyd the dog, and sending him scurrying for cover.

"So, we're agreed that we'll given them a hard time with extra beasting and double extra bonus beasting for good measure as they're cry baby pooof footballers, and to finish it all off we'll given them some extra injury time beasting for good measure" finished the Boss, and all the lads agreed.

All the staff went away to think up some torture stands for the Footballers. The Boss was tasked with making a suitable Football Programme and he spend days in his office slaving over a hot computer making draft after draft.

Steve Malone, along with Simon Webb was preparing a Bayonet fighting stand by getting as many NBC suits as he could steal from the NBC store without Chris Baker finding out.

Tony Gill dusted down his NBC suit and polished his respirator in preparation for the gaschamber. As the fateful day approached he could be seen with a grin on his face counting out CS tablets.

Meanwhile, Chris Baker was loading up a stretcher loaded and the bayonets sharpened. To look extra punchy for the event the Section all dressed up as jungle warriors and Mick needed some strategic pins to hold him together. The stage was set, Chris and Tony would do the gassing followed by 5-a-side (obviously in full NBC suits), Mick and Steve would do the Bayonet fighting and pokey drill, and the Boss and Si drew the short straw and had to run around the station three times.

At 1330 an apprehensive Sheffield United, and let's be honest, some slightly apprehensive Gunners were seated in the Regiment section lecture room. The Boss walked in wearing his best steely eyed stare and surveyed the room. As the Boss knows about

Now this is not to say that Tony Gill and Chris Baker are sadists, but they decided that before the team went into the Gas Chamber they should get a bit of a sweat on, just to make it a bit more interesting for them.



"Where do you think you're going? - get back in!"

as much about football as a Mongolian goat herder knows about system faults of the Rapier Blindfire radar he didn't notice that football stars like Brian Deane and Brian Gayle were sat down in front of him. After a short explanation about the roles of the RAF Regiment the Boss said: "There's going to be a lot of things that you won't like doing this afternoon, but we expect you all to do whatever you're told to do by us. If anybody can't take it you can walk out now."

A deadly hush fell over the team and a few anxious glances were exchanged, but to their credit, they all remained seated. There was no turning back now.

The first thing that they came across were NBC IPE. After getting comfortable in the suits they were then introduced to webbing, which had some sand in it to give them a feel for carrying around ammunition. This was not popular, there were a lot of comments such as: "This weighs a ton!". In fact it weighed about 2 Kg. Even so they complained until they

were told that the average combat weight of the webbing was in the range of 15 Kg, plus helmet and weapon. The respirators were tested next. Tony Gill, determined to give them a hard time told some of the first team that they were supposed to hold the canisters in their hands and they were only stored on the respirator. He also managed to get the large sizes on the smallest faces and vice versa. There was another outbreak of grumbling when the team was told that they had to carry their respirators around with them but the choice was simple: either carry them around with you and survive the Gas Chamber of go without and die. Kick off was planned for 1400 hrs sharp. The team was divided into three sections, one at each stall, the referee blew the whistle and they were off!

Now this is not to say that Tony Gill and Chris Baker are sadists, but they decided that before the team went into the Gas Chamber they should get a bit of a sweat on, just to make it a bit more interesting for them. How do you get footballers

Once they had built up a sweat they were herded by the smiling twosome into the Chamber, where Chris Baker lied to them and said they wouldn't suffer at all.

sweaty? Easy, make them play football in IPE. It must be said that as soon as you threw them a football they went loopy for it in the same way that if you throw a stick for a dog it has just got to go and run for it. Accordingly, they made a pretty good show at football, not realising that being sweaty is no advantage in a Gas Chamber. Once they had built up a sweat they were herded by the smiling twosome into the Chamber, where Chris Baker lied to them and said they wouldn't suffer at all. As an additional safeguard they were offered the opportunity of not doing any drills they didn't want to. Not surprisingly, none of them volunteered to complete the immediate decontamination drill. In fact none of them volunteered to do the canister change. Tony Gill was getting a bit worried - they hadn't suffered yet! But Chris Baker had an ace up his sleeve.

"Now Gents it's time to leave the Gas Chamber. Now before you go out I want you to take your respirator off, give me your name, your position, number of goals scored last season, favourite football player, and why, and your career to date. Any questions? No? Good."

The first player managed to get out two strangled syllables and shot out of the door like a scalded rabbit. In fact he was the one who stayed in the chamber the longest, that is apart from Brian Gayle who walked out without a tear in his eyes. Dave Bassett gave the explanation to this: "It's because you've been tear gassed so many times before in Brixton!" The quick exit out of the chamber proved to be popular with the Press and spectators as it was good to see Premier League footballers crying for a reason this time.

Meanwhile, running around the station was the Boss and Si Webb, dragging around a reluctant, disorganised rabble. The idea behind all this was a motivation and leadership exercise. At each stage a leader was nominated and allowed to get on with it. Motivation was important as it is no fun running around in an NBC suit, carrying a weapon and fully laden stretcher at the same time. Surprisingly, there was little teamwork between the syndicate and they had to be encouraged and guided for the most part. In order to not offend the syndicates, the Boss and Si stayed

OC Regiment and his men putting the team through their paces.



In order to encourage the footballers into stabbing the dummies enthusiastically all the dummies had been named as famous football managers. "Kenny Dalglish" was particularly abused with "Brian Clough" coming a close second in the stabbing stakes.

away from swearing at them for the most part but there were times when they lost their rags at them. In one case Alan Cork, the geriatric midfield was running around giggling saying "Gas Gas Gas." The Boss took exception to this and ordered them all to wear their respirators as a warning had been issued. As good luck would have it they were at the bottom of the hill. At the top the Boss relented and allowed them to take off their face wellingtons. However, he was still not pleased:

"Right you load of malignant *****
***** wet ***** are *****
You couldn't ***** my ***** ape. Not
only that but ***** *****
***** annoyed."

Now that was said they settled down and put a bit more effort into it, but not enough to satisfy Si Webb who lengthened the run just to show them he wasn't happy either. Si also gave some gentle encouragement: "You lot are the worst ***** of ***** I've ***** So ***** sort it out or I'll ***** my ***** orange jam. You're just a bunch of *****!!"

Meanwhile back at the ranch, Mick Logue and Mr Hate himself, Steve Malone introduced the footballers to the delicate art of inserting a knife into someone's body, otherwise known as bayonet fighting. It was surprising to note that the footballers lacked aggression. When asked to go and shout at an object and then stab it with all their might they were a bit reticent. However, Steve endeavoured to change their attitude to killing things and after a lot of shouting they began to get the swing of things and bayonets were being thrust with gusto into the dummies, narrowly missing feet. How nobody stabbed themselves is still a mystery, obviously the Gods were merciful that day. Mick Logue was enjoying himself shouting and swearing at the footballers. In order to encourage the footballers into stabbing the dummies enthusiastically all the dummies had been named as famous football managers. "Kenny Dalglish" was particularly abused with "Brian Clough" coming a close second in the stabbing stakes.

After the bayonet fighting it was time for Mick Logue to make the footballers hold their rifles out at arms

length, hold them above their heads and other tortures otherwise known as pokey drill. Muscles burned and arms quivered as they were forced to hold the 4Kg SLR out at arms length for minutes. The faces were a picture. Brian Deane looked as though he was suffering a particularly nasty bout of constipation, and Alan Cork's eyes almost burst out of his head. After the warm up of bayonet fighting, sweat was exploding out of their foreheads as their muscles suffered in a swamp of lactic acid. Of course Mick Logue practices Pokey drill for at least three hours each morning before breakfast and wasn't feeling a thing as he encouraged them along:

"Let's see those rifles above your head! Spin them around like a helicopter! I want to see you take off!"

At the end of the afternoon thirty-two dazed and exhausted footballers, and five tired Regiment Gunners sat in the lecture room. The Regiment Staff had clubbed together and presented a Regiment Plaque to Brian Gayle, the Captain. Chris Baker had specially made a Sheffield United Bhudda to present to the best all round "recruit" and this went to a young ball boy. He was well chuffed to receive this accolade and so he should have been: Chris Baker doesn't give these lightly to anyone.

So what was the final score? Well they definitely did something different and on the whole enjoyed themselves apart from the gassing, running and bayonet fighting. They certainly learnt a lot about controlled aggression, teamwork and determination, which should stand them in good stead for the forthcoming season. As for the Regiment Staff it was a lovely chance to shout, swear and be generally abusive to people. Magic! We can't wait for next year!

Can you get Swindon Town down here next year? - Ed.

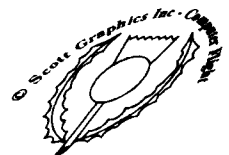
SPORTS QUIP

SERVICE INSTITUTE FUND

SPORTS & LEISURE SHOPPE

Opening Hours

<i>Monday to Thursday</i>	<i>1100 - 1300</i> <i>1730 - 1830</i>
<i>Friday</i>	<i>1100 - 1300</i>



A BRAVE LITTLE GIRL

Presentation of Citation to Miss Rebecca Dixon.

Mrs Mary House, County Commissioner, presenting Becky with her Certificate.



Thursday 16th July was to become a very special day for a very brave young lady. Miss Rebecca Dixon, daughter of Cpl Dixon 2T, fondly known as "Becky" to her many friends.

Becky is a very special girl who has suffered from Brittle Bone Disease since birth. Some time ago Becky joined the 1st Locking (RAF) Brownie Pack and was made to feel instantly at home by all the other Brownies.

On the Thursday in question, it was to be just another Brownie meeting to Becky but unbeknown to her, she was to receive a citation 'In recognition of her determination to be independent and to participate fully in all Brownie Guide activities', a citation which is rarely awarded by the Guide movement.

The evening started as normal with two Brownies doing their Jesters badge and an excuse was made up for Becky to go to the gymnasium. While she was away, several guests arrived

which included Mrs Mary House, County Commissioner, Mrs Betty Abraham, Divisional Commissioner, Mrs Margaret Cherrill, District Commissioner, Station Commander, Wg Cdr Longman, Becky's mother and grandmother (her father is in the Falklands), all the parents of the other Brownies and food previously hidden was brought out.

When Becky returned she was greeted with quite a sight, Mrs House then presented Becky with her citation and a small party followed. All those present were visibly moved by the occasion and it is an evening that will be remembered for a long time by everyone.

I would like to thank all the Guiders, Brownies and their parents for all the work that they did to make the evening such a success and such a special time for Becky.

**Mrs Christine Smith
Brownie Guider**

DIVING IN SCAPA FLOW

Cpl K. Jones explores sunken ships . . .

The author getting ready for another Scapa Flow dive.



... Getting to Scapa Flow was the hardest part of the expedition. The organisation fell apart at St Athan, the expedition application was lost in the post and the expedition leader dropped out. . .

Scapa Flow is a large expanse of water up to 12 miles across, almost completely encircled by the Islands of Orkney, which lie 10 miles north of John O' Groats.

For centuries Scapa Flow has been a safe and heavily defended anchorage for the Royal Navy. In the first and second world wars the main Atlantic Operations HQ was at the now abandoned Naval base of Lyness.

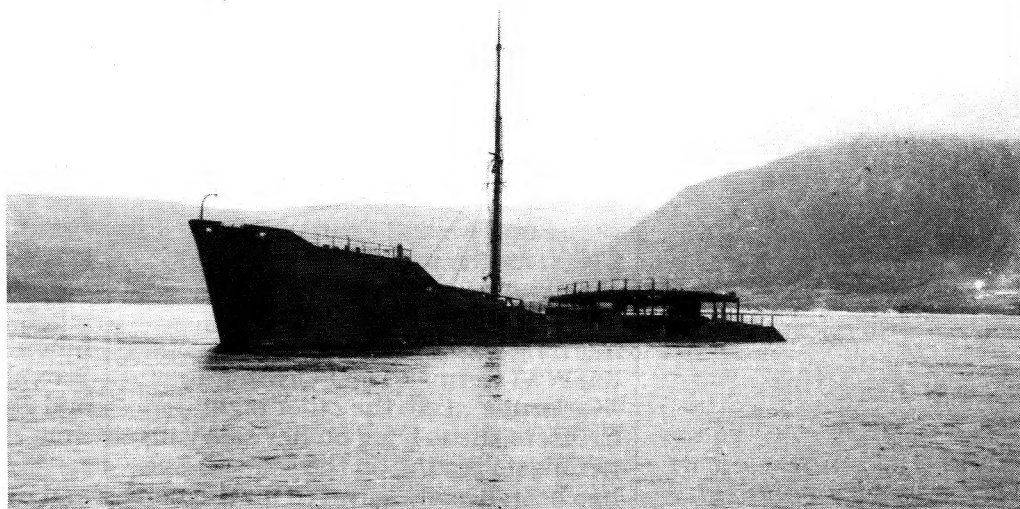
At the end of WWI the German Navy's High Seas Fleet was interned there. On 21st June 1919, the re-

maining German crews scuttled their ships to avoid them being divided amongst the allies.

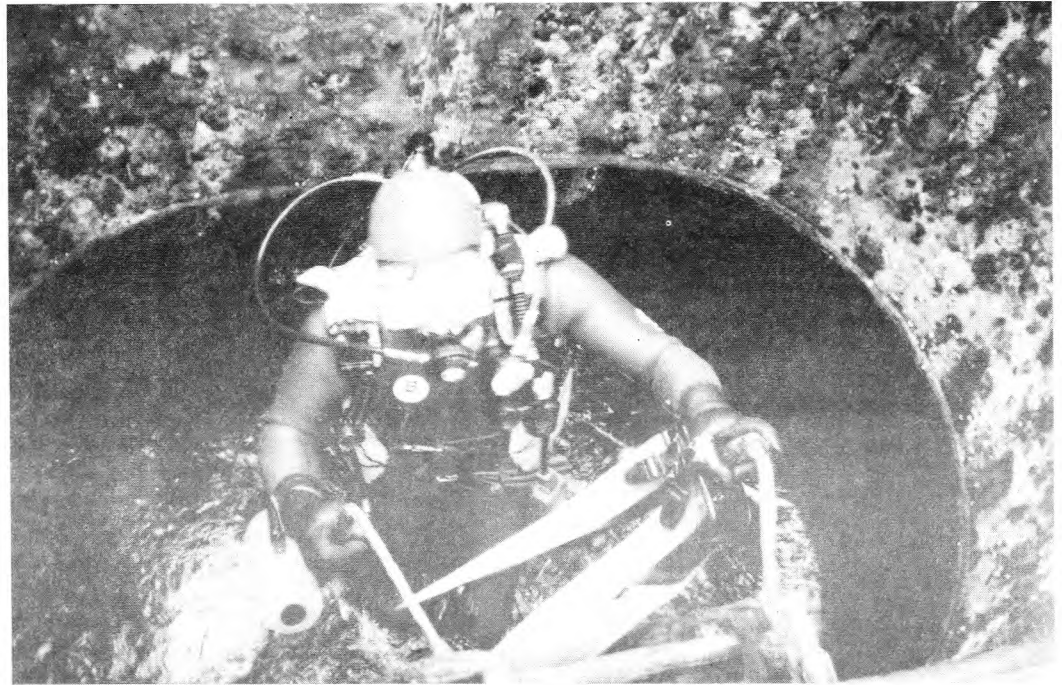
Salvage work began in the 1920s and today only eight of the original 74 ships remain on the sea bed to be explored by divers, although there are numerous wrecks in the area.

I had briefly visited Scapa Flow in 1985 as a crew man aboard Her Majesty's Air Force Vessel, Seal, during a NATO exercise. My first chance to dive these wrecks came in May this year when I was invited to join an expedition organised by RAF St Athan Sub-Aqua Club. The party of eleven divers eventually teamed up at Stromness. There were only three current members of the St Athan Club, four ex-members and four from other RAF Units.

Getting to Scapa Flow was the hardest part of the expedition. The organisation fell apart at St Athan, the expedition application was lost in the post and the expedition leader dropped out. I received the Admin Order on the Monday prior to departing. By then St Athan had made their travel arrangements. They were flying from Gatwick to Kirkwall. I presented myself to the P.Ed O with my problem of how to get there. After some urgent phone calls and running around by



The 'Inverlane'



**Surfacing from diving
inside the 'Inverlane'.**

the P.Ed O, I was issued with an air warrant and booked on the 0855 am British Airways flight out of Heathrow on Saturday morning. Next problem: British Rail informed me that there wasn't a train early enough on Saturday to get me to Heathrow on time. I left Weston on the 2038 pm train on Friday evening. I got off the Paddington bound train at Reading and lugged my heavy bags to the Railairlink terminal, to find that there wasn't a bus to Heathrow early enough to catch my flight. I bought another ticket and got on another train to Paddington then a tube to Heathrow. I collapsed onto a rather uncomfortable chair. At 6.00 a.m. the BA ticket office opened and I traded in my warrant and checked in my bags. Fortunately the clerk let me off the excess baggage charge even though they were 10 kg over the permitted 23 kg, not counting hand luggage.

Two friends joined me before we took off for Aberdeen, five others met us there before flying on to Kirkwall. The other three joined us aboard the MV 'Mara', a 74 ft ex-fisheries survey vessel that we had chartered for £1600 for the week. We pooled our cash and bought some food.

Our first dive the following morning was on the wreck of the 5000 ton WWI German Light Cruiser "Karlsruhe". Like the other Light Cruisers she is lying on her side with her masts resting on the seabed. She has been heavily salvaged for the non-

ferrous metal in her engine room but the stern and bow are still complete with her twin 5.9 inch guns sitting almost on the seabed. As with all these wrecks it would take several dives to get to know our way around. At a depth of 27m we only had 25 minutes. The visibility was also reduced from the normal average of 12m to something between 5 & 10m; this is not considered bad and it was a good introduction with plenty of marine life around. To enable us to dive twice a day we had to have at least four hours surface interval to let us 'fizz off' all the excess nitrogen in our bodies.

We moved up to the Quay of Lyness for lunch and visited the museum in the old pumping house, all that remains of the wartime Naval HQ.

Our second dive was on the F2, a WWII German Escort Vessel that sank in 1946. Like the cruisers, it lies on its side with a gun on the foredeck and is festooned with marine life. The weather was glorious and having returned to Stromness for tea, we were in high enough spirits to exert more energy by canoeing, windsurfing or running, before giving a lecture to the less qualified divers.

This pattern of diving continued returning to Stromness or Lyness for lunch each day, and fitting in visits to Stromness and Kirkwall museums and Kirkwall cathedral to see the Bell from HMS Royal Oak.

As the weather became colder and duller and we became more tired,

Aboard the 'Inverlane'.

The wrecks are in fairly good condition, covered with colourful marine life and fish that pester you to be fed. It would be quite easy to think that you were in the tropics, were it not for the water temperature, at 7°C. It is a constant reminder that you're in the North Atlantic!



the extra activities dwindled. During the week we dived all the light cruisers: Koln, Dresden, Karlsruhe and Brummer at least once, and the 25,000 ton Battleship Kronprinz Wilhelm.

All the Battleships, Kronprinz Wilhelm, Markgraf and Konig, lie upsidedown with the superstructure buried in the silt. Kronprinz Wilhelm is the shallowest but at 36m to the seabed, we only had 12 mins before we had to start coming up. Landing on the bottom of the hull at 15m you could be forgiven for thinking that you are on the seabed until you notice the rivets under the silt or sink down over the side past the row of 5.9 inch side guns and see a 12 inch gun protruding from the wreckage at upperdeck level. The smallest of the German WWI wrecks is the V83, a 900 ton torpedo-boat destroyer. This is in very shallow water being only 14m to the deepest point; this allows a long dive but is less interesting than her larger sisters.

There are many other wrecks in Scapa Flow. Apart from our own wargraves (which can't be dived) : HMS Royal Oak, 29,00 tons, 833 men lost, 1939, HMS Vanguard, 19,00 tons, 700 men lost, 1917 and HMS Hampshire, 10,800 tons, 643 men lost (including Lord Kitchener of Khar-toum) 1916, there are the Blockships.

These were old or damaged ships scuttled by the Royal Navy during the second world war to block various entrances to Scapa Flow. The three that we dived, the Doyle, the Gobernader Bories and the Inverlane, are sunk in Burra Sound, where the tide runs very quickly and blows away any silt making the water very clear with 20m+ visibility. We had to dive at

0645 a.m. to catch slackwater for the first wreck. The wrecks are in fairly good condition, covered with colourful marine life and fish that pester you to be fed. It would be quite easy to think that you were in the tropics, were it not for the water temperature, at 7°C. It is a constant reminder that you're in the North Atlantic!

The "Inverlane" is a unique wreck dive. She was a 8,900 ton tanker, and was only one year old when she was mined and lost her stern, off South Shields in 1939. She was patched up and towed to Burra Sound. As she sits half out of the water and still has a mast standing, she can be seen from some miles off and is quite impressive even before you dive her. If the water is not slack it is only possible to dive inside where there is no current.

The dive boat ties up alongside, divers climb aboard with their kit and drop down one of the open deck hatches. A good bit of light comes in through the hatches, portholes and cracks, but a torch is necessary to explore her properly. The visibility is just as good inside as out and most of the compartments have clear airspace above the water so it is reasonably safe. The resident marine life includes a seal but not all of us were fortunate enough to see it.

On the last night we treated ourselves to a meal in the Ferry Inn. We left Kirkwall at 10.10 a.m. saying goodbye to various people at different parts of the uneventful journey. When I arrived back in Weston at 5.45 p.m. it was still a lot warmer than it had been all week, but I must return sometime to Scapa Flow and explore some more.

VIEW FROM THE BACK

Without those who also ran there could be no winner".

Anon

From May 11th to 14th, RAF Locking Sailing Club embarked upon their annual quest in search of the dinghy sailors Holy Grail, otherwise known as the Brady Trophy, at the RAF Dinghy Sailing Championships held at Rutland Water.

FINE PERFORMANCE

Sadly the overall results did not match the enthusiasm and effort of the Locking Team who finished somewhere near the lower end of the final placings. This should not detract from the fine performance of Flt Lt Carole Hope in winning the trophy for best Novice Helm (driver to you landlubbers) and in coming a creditable second in the WRAF competition.

The full team composition was as follows:

Helms

Flt Lt Carole Hope
FS Ken Lineham

Crews

Fg Off Graham Green
Chf Tech Gary Saunders

BOTTOM ON VIEW

The first two days of the event consisted of a series of practice races sailed in strong and blustery winds of force 5-6. This caused one of our competitors to be overheard saying, "I hope that Carole doesn't show her bottom quite so much when the real racing starts." We think that this refers to her numerous capsizes but cannot be sure.

In fairness it must be said that the winds were exceptionally awkward and that Flt Lt Hope and her crew did remarkably well in venturing out at all. Mind you Locking SC must now stand for Swimming

Club after watching the Boss trying to swim ashore towing the boat behind her after being dropped in water rather deeper than she imagined. Still this followed an earlier conversation about equal opportunities so justice can be said to have been done.

FS Ken Lineham and his crew did not venture out on the second training day as they "Did not wish to overstress the boat". In truth cigarettes are hard to light in high winds and gin and tonics tend to spill (not to mention the creak of old joints).

RACE DAYS

The first of the race days coincided with the start of the present fine weather although the wind remained a good force 3-4. Three exciting races were held that day. Local knowledge seemed to be the answer to success as the Locking Team struggled desperately to sort out the unpredictable wind patterns with poor placings in each race being the result.

The following day was even warmer with many white legs on display as sailors took the opportunity to do without wet suits for the first time this year. 2 races completed the series with the Locking Team at last fathoming out the tricky wind patterns. Unfortunately for us, the rest of the fleet had also sorted out the wind and we consequently battled for our now regular places towards the rear of the fleet. Never let it be said that tail enders get an easy ride. Competition is just as fierce and enjoyable amongst the final third as it is for the leading third.

The final race turned out to be one of attrition as the

wind freshened considerably and several boats retired with broken gear or unrecoverable capsizes. The Locking Team must have got something right as we all came through unscathed.

LOOKING AHEAD

So what about next year? What can we do to rescue the Holy Grail from the evil clutches of Strike Command? Well the first battle is over as this year's winner has left the Service and is not eligible next year. Next we must think about borrowing a boat as ours is 25-30 years old and although a pleasure to sail is not exactly competitive. We must also ensure that the enthusiasm and effort expended this year is repeated. Finally we must do something to gain this mythical and magical local knowledge. Bribery may work, but if that fails the Boss could always flutter her eye lashes at the RAF Coach as someone once suggested. (That's me for a keel hauling - at the very least).

WHY NOT JOIN US

If you think you could do better then why not join us. There is no limit to the number of boats that can enter from each Station. Contact Flt Lt Hope on Ext 7369 or FS Lineham on Ext 7418 for more details. The Club boasts 2 RYA qualified Instructors who would be pleased to help and advise. Sadly current Station policy prevents us from running our normal basic training courses this year, but any member of permanent staff who has some previous sailing knowledge is welcome to join us most Wednesday afternoons.

I hope your wind is as forceful as mine. SS

St Michael's

Cheshire

Home

Could you spare two hours per month to visit St. Michael's and help serve drinks to the residents? Wives from RAF Locking can, at the moment, only visit once a fortnight.

Our aim is to visit weekly, but to achieve this, more volunteers are needed.

Come along one week, without commitment, to see what is involved.

Young children are always welcome.

Please ring Mandy Armitage on 822706 for more information.

Royal Air Force Canoe Slalom Championships

The RAF Slalom Canoeing Championships were held at Bala, N Wales on 6/7 June. A 25 gate slalom course was set up on the rough water provided by dam controlled water release producing a very demanding course. The weekend was blessed with good weather which made the regular capsizes less unbearable. The event requires paddlers to pass between poles (gates), in the correct direction. Penalty time of 5 and 50 seconds are added to the competitors times for hitting poles or incorrect negotiation. The best of 2 runs over the course is recorded.

RAF Locking's team of Sgt Streeter, Sgt Longmoor and AC Cameron were favourites on paper to win the team event. They completed the course in the fastest time with only a 5 second penalty on both runs, winning the event in convincing style.

Individual results :

Sgt Streeter, TCF 1st
AC Cameron, DTC140 4th
Sgt Longmoor, CDS 15th

Sgt Streeter secured his 4th year as champion with an accurate run which proved too fast for the opposition, who all collected penalty seconds. AC Cameron in his first RAF Championships finished an excellent 4th and could easily have won the event. AC Cameron is currently the top ranked paddler in national events, with good prospects.

Sgt Longmoor, despite concentrating on endurance racing, finished 15th, a costly 50 second penalty ruled out a top 10 result. He paddled with confidence to secure out team win.

Anyone interested in the competitive aspects of canoeing should contact Sgt Longmoor Ext 7460 or Sgt Streeter Ext 7476 for advice.

SPORTS PROFILE

September's Profile : Sgt Streeter

Section: STS (TCF)

Joined RAF : 20 Apr 80

Units : RAF Henlow, RAF Gatow, RAF Benbecula, RAF Neatishead, RAF Locking

Joined Locking : Oct 1988

Sports : Dabble at most

Achievements : RAF Champion 84, 89, 90, 91

Inter Services Champion 92

GB Development Team 89

GB Team 91

British Open (4th) 92

Where Born : Brighton

School : Kings Manor, Sussex

Family Background : Father was in Navy, now a compact disc engineer. Mother is a legal secretary. Both County swimmers (were). Only child because "It hurt too much".

Hobbies : Travel, fitness, skiing (or trying to), eating out and watching quality sporting events.

Main likes: Cutting up middle lane M-Way hogs.

Main dislikes : Smoking, queuing for anything, hunger, people who always drive with foglights on.

Favourites :

Film/video - Trading Places

Actor/actress - Jamie Lee Curtis

Food - Any pasta (large portion!)

Favourite sports personality :

Gary Lineker

Why? : Professional and dedicated

Who is the best canoeist you've competed against? : Marcus Gickler (Germany) World 91 Champion

Which sports personality would you most like to meet? : Former world champion Marco Previde (Italy) because he was well known for some awesome land and boat training regimes. I'd like to take him on, now he's an old boy!!

What is your biggest

disappointment? : Performing badly at this year's GB selection race for the Pre-World Championship after being considered as one of the favourites and doing well in National Races.

Influences in canoeing : Malcolm Mercer helped convince parents I

should leave scouts and join canoe club. Sgt Adrian Page, now Mister, who introduced me to the Canoe Association. Sqn Ldr John Anderson (MBE), training guru.

Resume of Sporting Career :

Upon joining the RAF Sgt Streeter became a member of the RAF and Combined Service Team and progressed to Division 1 status of the national rankings. (There are 6 Divisions, premier to 5).

A shortage of training time and facilities slowed his progress and he never quite broke into the top 80 competitors in Premier division but still featured regularly in the top 120 at the British Opens 85 - 90.

Two cycling injuries prevented Sgt Streeter competing in two seasons and led to a switch in disciplines to Downriver or White Water Racing. Under the influence of training guru John Anderson he set out to improve his aerobic, and endurance capacity to combine with boat skills learnt through slalom competitions. In three consecutive seasons he progressed from 30 to his current ranking of 5th in the country. During these years 88 - 91, he was selected for the development team and later GB Team, producing a best of 20th in 3 international outings.

Domestically he has consistently been in the top placings at RAF Championships and National Races. He has been coach to the Junior GB Squad during the last two years and will be assisting at this year's world championship, a consolation for missing the senior squad trip.

Ambitions : To gain selection for the world championships next year or in 1995. Failing that, he wishes to achieve some quality results at top European races.

CFG Group



The CFG Group offers a wide range of services with all work being undertaken by fully qualified time served tradesmen.



CFG Roofing

Roof problems solved,
Tiled, Slate and Flat roofing.

W. Shirly Roofer/Builder 20 yrs. M. Williams Roofer 15 yrs.
J.R. Griffiths Roofer 15 yrs. D. Critchel Roofer 15 yrs.
M. Brookes Roofer 15 yrs. D. Turner Roofer 15 yrs.
G. Brooks Roofer 10 yrs.

CFG Building

From porches and conservatories
to large extensions.

No job is too small or too big.

F. Hedges Master Builder 25 yrs.
W. Shirly Builder 20 yrs.
M. Williams
Bricklayer 15 yrs.

CFG Double Glazing

From single windows to
complete replacement.
Porches, doors and
conservatories.

D. Edwards Double Glazing 15 yrs.

CFG Cladding, Fascia, Guttering

Let us fit uPVC
maintenance free
Bargeboards, Guttering,
Fascias, Soffits
and Claddings.

D. Critchel uPVC Fixer 15 yrs.
M. Brookes uPVC Fixer 15 yrs.
D. Turner uPVC Fixer 15 yrs.
C. Brooks uPVC Fixer 10 yrs.

CFG Decorating

All exterior work
undertaken and interior
painting and wallpapering.

L. Bowers Decorator 10 yrs.
A. Lamb Decorator 10 yrs.

CFG Plumbing

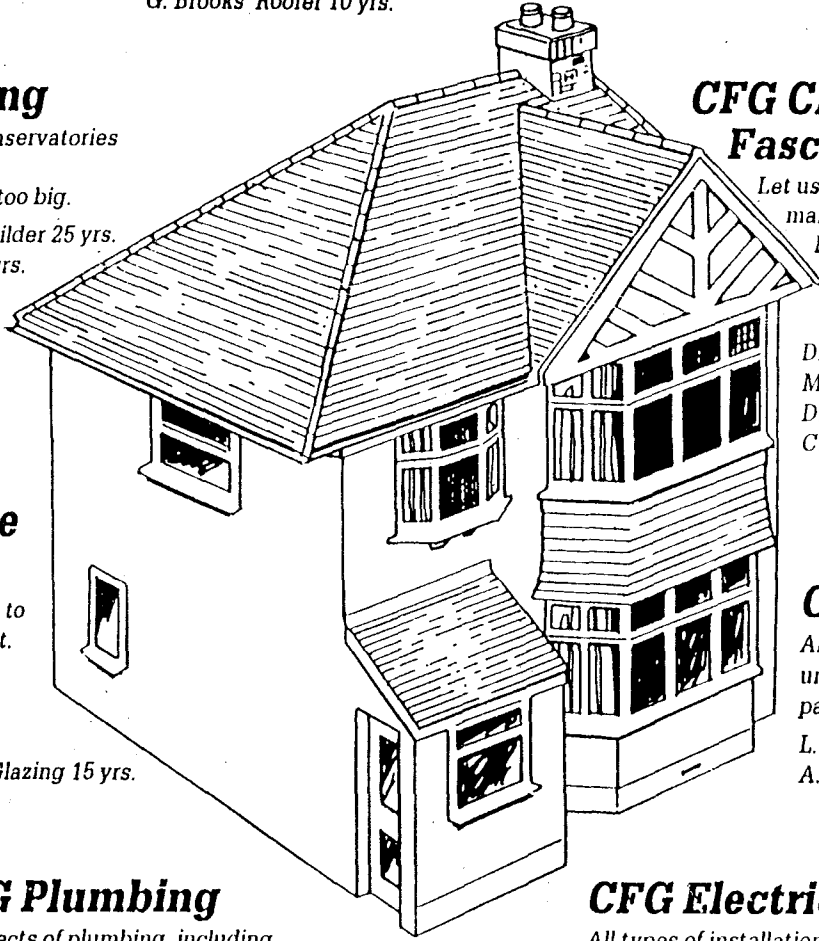
All aspects of plumbing, including
central heating installation.

W. Shirly Plumber 20 yrs.
M. Hartley Plumber.

CFG Electrical

All types of installations and repairs.
Power, Lighting, points etc.

A. Burnell Electrician 15 yrs.



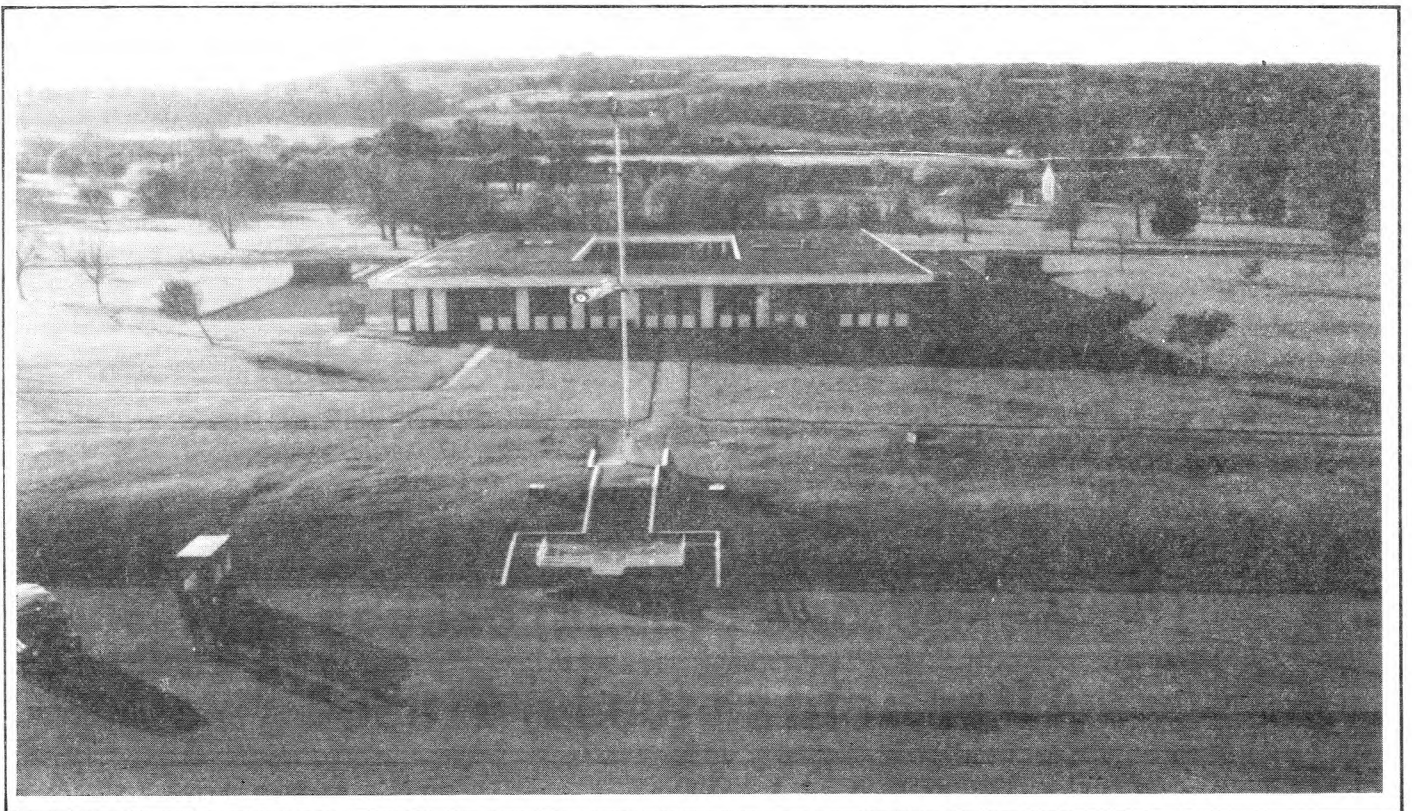
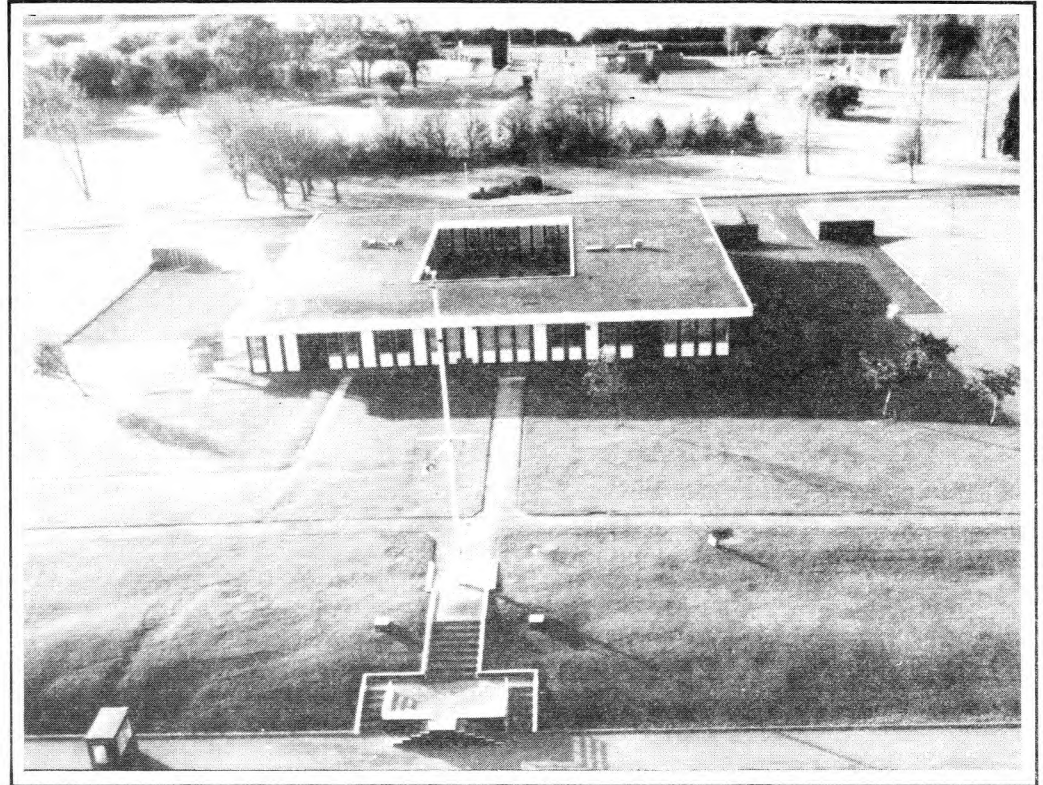
Telephone : (0934) 626555

After hours : (0934) 418364

30 Worlebury Hill Road, Weston-super-Mare BS22 9SU

LOCKING FROM THE AIR

A Bird's Eye View of SHQ



WHAT IS A ROAD REP?

A Road Rep's smiling face should be one of the the first things you encounter when you arrive at RAF Locking! Their main task is to welcome newcomers to the married quarters and to pass on information and advice about local and station amenities and to give them the HIVE information booklet.

They are also the link between the Station's security, barrack and estates staff and the residents. Meetings are held regularly between the representatives of Estates Flight, Barrack Stores, Police Flight and the Road Reps to discuss any matters that are causing concern and to make suggestions that might benefit the community. For example, any safety, security or environmental matters which are causing concern.

Do YOU know who your Road rep is and where she lives? Look on the list and then, if you have any problems or queries, please contact her as she will be only too glad to help. She in turn may be valled upon by the families of-fice to contact you to canvas your opinion or gain information.

If you have any queries, don't hesitate to contact Sarah Longman, the Road Rep Co-ordinator on 823941 or Jan Drew at the HIVE on 822131, ext. 7239

ROAD REPS

Canberra Crescent
Mrs Taylor (12 Canberra Crescent)

Anson Road 1-7, 2-40
Mrs Murphy (12 Anson Road)

Anson Road 9-51, 42-68
Mrs Drew (33 Anson Road)

Anson Road 53-71, 70-98
Mrs Shackleton (53 Anson Road)

Larkhill Road
Mrs Russell (5 Larkhill Road)

Merryfield Road
Mrs Welsh (4 Merryfield Road)

Woolvers Way
Mrs Fleming (6 Woolvers Way)

Oxford Square
Mrs Muspratt (18 Anson Road);
Mrs Allen(23 Anson Road)

Varsity Way
Mrs Dutton (16 Woolvers Way)

Portal Road
Mrs Smith (2 Portal Road)

Trenchard Road 1-12
Mrs Smith (2 Portal Road)

Trenchard Road 13-27
Mrs Frye (15 Trenchard Road)

Pinetree Road 2,4
Mrs Bailey (11 Tower Hill)

Pinetree Road 1-15
Mrs Frye (15 Trenchard Road)

Flowerdown Road
Mrs Longman (13 Flowerdown Rd)

Broadway
Mrs Farrell (21 Broadway)

Mendip Road 10, 12, 14, 16
Mrs Farrell (21 Broadway)

Mendip Road 1-8, 11, 13, 15,17,19
Mrs Ross (10 Adastral)

Adastral Road
Mrs Ross (10 Adastral)

Spinney Road
Mrs Bailey (11 Tower Hill)

Tower Hill
Mrs Bailey (11 Tower Hill)

Visit the Tailor's shop here on the camp and you may well be served by Ron Groves who often helps his wife Meg, the Station Tailoress here at Locking. When he is not assisting with the adjustments of Service uniforms Ron is often to be found wearing a different kind of uniform as he carries out his duties as a football referee.

THE MAN IN BLACK*

Ron Groves - Locking's Man in the Middle

Since taking up refereeing in 1972 Ron rose quickly through the various feeder leagues firstly as a linesman and later as a referee. He has refereed schoolboy internationals, the FA Vase Final at Wembley and has run the line for full internationals and in various UEFA Cup matches in far away places such as Lisbon and Split.

Ron, who is an ex RAF L/Tech/TC Chef Tech was recently appointed onto the list of Premier League referees for this season which started on 15th August. Also, he will continue to referee in the Football League as well as in other smaller leagues if required. To prepare for the new season he had

to purchase the new coloured uniform which has been adopted by the two major leagues as football strives to modernise its image. Gone is the dowdy black strip worn by officials for the best part of a century and in has come green shirts for the Premier League and purple or yellow for the Football League. If a clash of colours should occur, eg West Ham v Oxford United who wear claret and yellow shirts respectively, then the referee will revert to the old black style shirt. Ron is not impressed with all this change. "It does not do anything for our credibility" he said. "What would you think if a policeman was dressed in a red uniform?" There is something

Arsenal vs QPR - the opening game of the 1991/92 season : Ron explains the intricacies of the laws of the game to Anders Limpar



*** Or Green or Purple or Yellow!**



Spurs vs Oxford 1987
"Surely it's a penalty Ref?"
says Chris Waddle. Mr
Groves is not having any.
Ardiles looks as sick as the
proverbial footballer's
parrot.

about black which indicates a position of authority. However, the sports clothing manufacturers probably would not agree and no doubt are happy with the extra revenue.

Ron, who comes from Manchester, joined the Royal Air Force in 1961 as a boy entrant at Cosford where he trained as a Ground Wireless Mechanic. During his service he regularly played football before being forced to retire from the game in 1972 through injury. He was stationed in Cyprus at that time and not wishing to sever all links with the game decided to take up refereeing. After successfully completing a referees course with the RAF Referees Association, he commenced his duties as an official and continued on his return to the UK at Henlow, Saxa-Vord and later here at Locking. In 1976, whilst officiating at a match in the Somerset Senior League, Ron was spotted by a Football League official and was asked to become a linesman with the Football Combination, the league for the big clubs' reserve teams. After only one season he then became a referee.

Ron recalls his first game as a referee in the Combination with mixed feelings. It was at Swindon who were at home to Bristol City and shortly after the start of the game, Ron found that a City player was clearly in an offside position as the team attacked. As play had stopped and wishing to keep the game moving Ron shouted "Play on" as a Swindon player had the ball. Unfortunately, he did not hear and picked the ball up to prepare for a free kick. To the horror of the Swindon player, Ron awarded City a free kick from which they scored. After the match he was de-briefed by the league assessor who had been watching his performance during the game, "Now then Ron" he said "Tell me why when Bristol City were clearly in an offside position did they end up taking the lead?"

Undaunted by this mishap, Ron progressed to become a full Football League official by first becoming a linesman in 1981 and later a referee in 1984. He normally officiates twice a week and during a season travels around 25,000 miles in his car. How-

"I remember booking Gazza for mouthing" he recalled, especially when he replied "You'll read all about this in the Sun tomorrow".



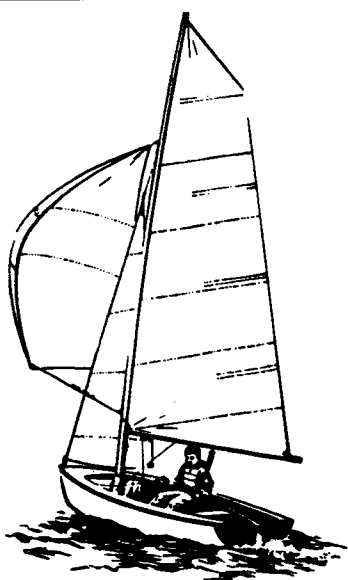
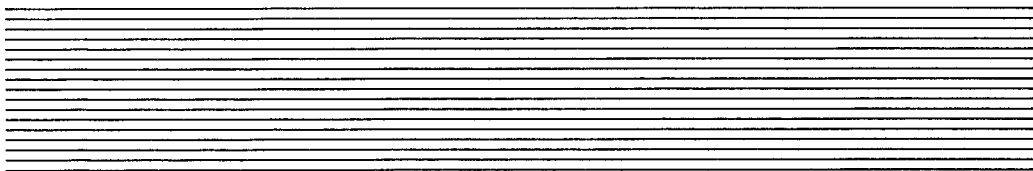
ever, he is happy to referee at local level if asked and during February this year he began the month refereeing Arsenal v Manchester United and finished with Osborn and Cobury Reserves v Medina Reserves in the Isle of Wight combination Div 2. Ron enjoys his football at all levels and perhaps this is one of the main reasons that he has become a popular and respected official throughout football in this country.

Of course, things are not always plain sailing and Ron has plenty of stories to tell. "I remember booking Gazza for mouthing" he recalled, especially when he replied "You'll read all about this in the Sun tomorrow". Vinny Jones 'Psycho', now of Chelsea is another player who has given him a few problems but Ron says for all his antics he isn't a bad chap really.

Sometimes he has had the odd problem with those officials not directly concerned with matters on the pitch itself. He remembers well one occasion when he was getting ready for a Chelsea v Manchester United fixture at Stamford Bridge, when there was a knock on his dressing room

door. Upon answering, he was confronted with the senior police officer on duty at the ground that day, who had popped in for a quick chat. He told Ron that, firstly, he did not like football and secondly, it was supposed to be his day off. He then told him that if any player steps out of line during the game, he would have him arrested. Ron retorted "If that happens then I will have no alternative but to abandon the match and leave you to deal with all the disgruntled fans who have paid a lot of money to see the game." Needless to say the officer did not bother him anymore that afternoon.

Ron is enjoying the job as much as ever and started the new season at Oldham in the Premier League. He will spend most of his time officiating Premier League matches during the next two months but expects to referee Football League games as well later in the season. However, you may well find him running around on a village pitch with two junior teams, especially in his holiday retreat, the Isle of Wight.
Come back to Swindon soon Ron - but no bloomers after offsides, Ed



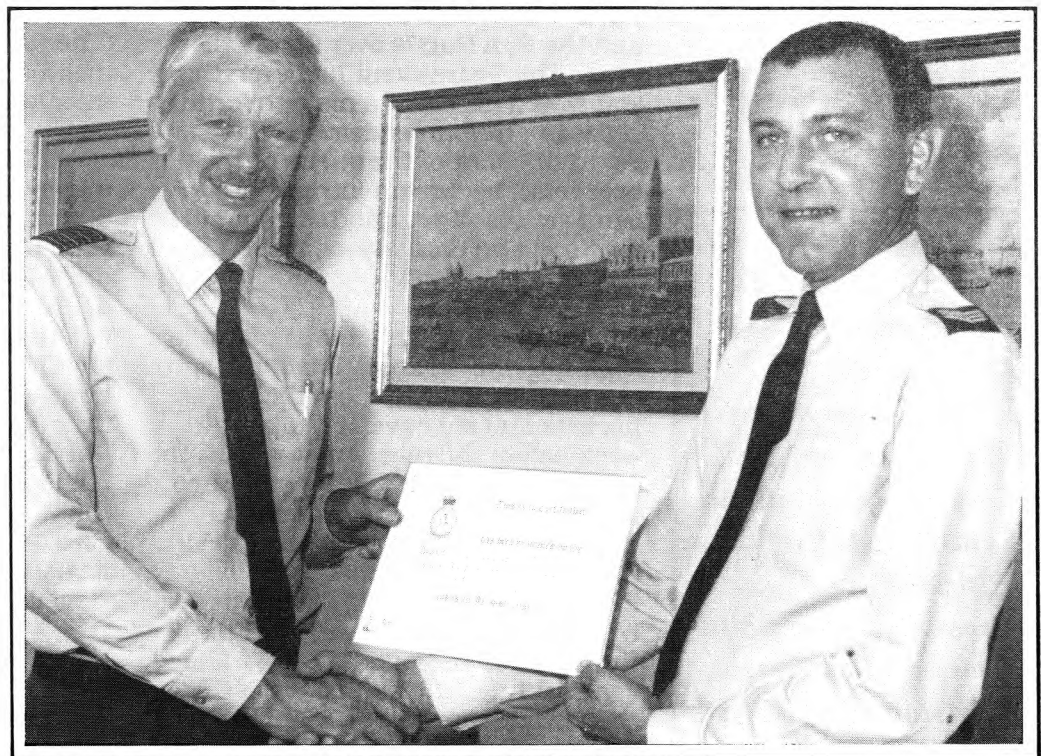
WANTED
Occasional Crew (maximum of two) for week-end Sailing Expeditions.
Blue Water Cruising Yacht Vancouver-27.
Based at Brixham Marina.

Telephone 823243 (evenings)

INSTRUCTOR AWARDS

On 6th August 1992, the Station Commander awarded AI Instructor certificates to Chf Tech Bob Wilkinson and Sgt Reg Carvin, both of BCMTS. Well done to them both.

The Station Commander
with Bob Wilkinson
(above) and
Reg Carvin (below).



STATION FUN RUN '92

Locking's second extravaganza took place on 5th August . . .

Right : The Massed Start.

Opposite Page :

Top - The Med Centre
dressed as Condoms

Bottom - The CO & his
son do their bit for fuel
economy.



Well the dust has finally settled (maybe the rain has helped) and the Fun Run is over for another year. This years event had everything you would expect of a major sporting occasion, human endeavour (how to get to the front of the queue at the beer tent), backroom intrigue (how can I get out of yet another committee meeting) and even a dope test (TCO 104 is full of them).

Months of meticulous planning went into the organisation of the run but unfortunately we lost the fag packets and old envelopes about a week before the race. Anyway with the co-operation of the whole committee and the entire staff of Comms Ops Sqn (Yes I still believe in fairy tales), the workload was spread evenly throughout all the staff. The committee was led by Flt Lt Dave (Mr Fun Run) Biddington and Fg Off GT (Jiffed again) Gidda. The mainstays of the committee were Terry (Lionel Blair) Westwood, Dave (The Greek) Bain, Alec (I've got to go home) Kerwin, Les

(Give me all your money) Binns, Derick (The Marshal) Rawlinson, Bill (The Raffle) Lynch and several other members of staff too numerous to mention.

The day of the Run was hot and muggy but this did not deter nearly 500 runners from taking part in the Run, most of them wearing fancy dress (or in some cases fancy undress). There have been rumours circulating that some participants actually thought that the Run was fun, but then that is only a rumour. At the time of going to print (beginning to feel like a reporter now) nearly £3000 has been raised for the three charities that we are supporting, namely the Baytree Road School, Somerset Court Autistic Community and the Weston Hospital, Leukaemia Care Appeal.

Yours in sport

PS. Does anybody know of a timeshare apartment that's for hire at about this time next year?

The main sponsor of the event was MD MacPherson Financial Consultants of Weston, who supplied some of the marvellous trophies. Speaking of sponsorship, we still need all the outstanding pledges ASAP.





INTER-SERVICE BADMINTON

Cpl Rob McKellar of AR3D, ESF, recently represented the RAF in this year's Inter-Service Badminton Tournament and Combined Services Individual Championships.

In the Inter-Service team tournament Cpl McKellar partnered Flt Lt Nick McCann as second pair in the Mens Doubles matches against the Army and Navy 1st, 2nd and 3rd pairs.

The RAF won the Inter-Service competition outright and McKellar and McCann continued their unbeaten run in the Combined Services Individual Mens Doubles tournament, reaching the final; they won in 3 sets, beating the RAF No. 1 pair and last year's winners to take the Mens Doubles trophy.

Cpl McKellar rounded off this year's season by playing for Support Command in the Inter-Command Finals, winning all his matches, including a good win over the RAF No. 2 Mens Singles player. Support Command won the Inter-Command Finals.

Cpl McKellar now looks forward to next season where he has been selected to represent the Combined Service and RAF teams for another year.

Free Financial Health Check!

**Do you make the most of your money?
Do you know where it goes and why?**

Imagine a service that does this for you and provides a free, clear report covering your finances now and in the future.

You've just imagined the Allied Dunbar Financial Health Check!

For more details, complete the coupon below or phone me on 0272 732779.



To: **Bernard Andrew Thomas** Sales Associate
representing Allied Dunbar Assurance plc, *which is a member of LAUTRO*
Whiteladies House, 51-55 Whiteladies Road, Clifton, Bristol BS8 2LY

Please contact me to tell me how Allied Dunbar can help me with pensions

Name: _____

Address: _____

Post Code: _____ Telephone: _____

Are the Kids fed up? Are you fed up?

Are they aged between 0-5 years?

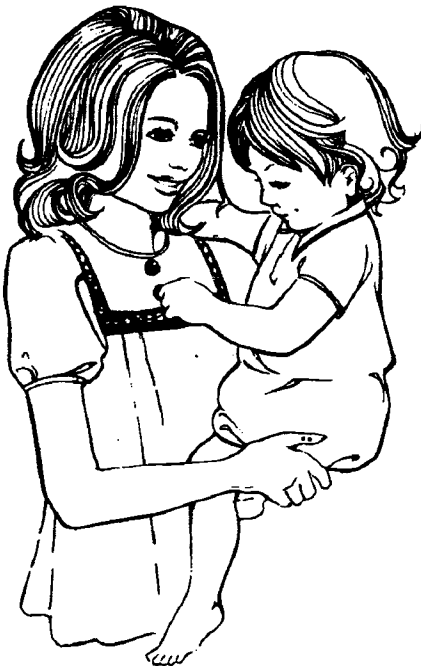
If the answer to these questions is YES then why not come along to

MOTHERS AND TODDLERS GROUP

Where? - Flowerdown Centre

*When? - Mondays 13.30 hrs to 15.00 hrs
Wednesdays 09.30 hrs to 11.00 hrs*

*Advantages? - You will be able to meet and make new friends
in a relaxed and friendly atmosphere.*



Tea, Coffee, Biscuits and Squash available.

Lots of toys and fun for the children.

All this for only 30 pence!

*If you have any queries please contact :
Erica Grieve (Tel : 820500) 8 Adastral Road*

The Station Band of RAF Locking

QUESTION? WHAT IS :
HARD WORK? REFRESHING?
GREAT FUN? INFORMAL?
RELAXING? INSTRUCTIVE?
ANSWER :
THE STATION BAND

All these activities more than adequately describe the band activities. We are mainly a brass band, although we have a few woodwind players amongst our number of twenty-two players (depending on pending exams, guards, etc.) who gather to practice on Monday evenings at 1930 hrs, upstairs in Scarf Block.

We play a variety of music from Marches to Overtures, from Suites to Glen Miller, the Beatles and beyond. All the while we are under the eagle eye of our Musical Director (Genus-Vastum Musicali Experiata) PETER SKELLON (think of the singer but he doesn't get the money) who manages to conduct and arrange engagements for the band.

The band plays at Guest Nights/Charity Concerts/Parades on and off the Station. It is rumoured that the Noise Abatement Society has complained to the CO who was quick to point out that the incident in question was more likely to be a sonic boom than Jim Skinner on his Eb Bass. So . . . if you happen to know of an off station event that might benefit from a traditional brass band then give us a mention. We are very reasonable price wise.



So the basic message is folks . . . If you play or have played, come along - we would love to hear from you.

We are sure there are some Mums and dads out there who would like to play again . . . so Come On Down!

In fact you have nothing to lose and so much to gain.

If you are interested then come along on Monday evening or if you would like more information to aid your decision, then contact :

PETE SKELLON x7207
JIM SKINNER x7326
MICK WALSH x7390
Hope to see you on Monday night!

RAF LOCKING MOTORCYCLE CLUB

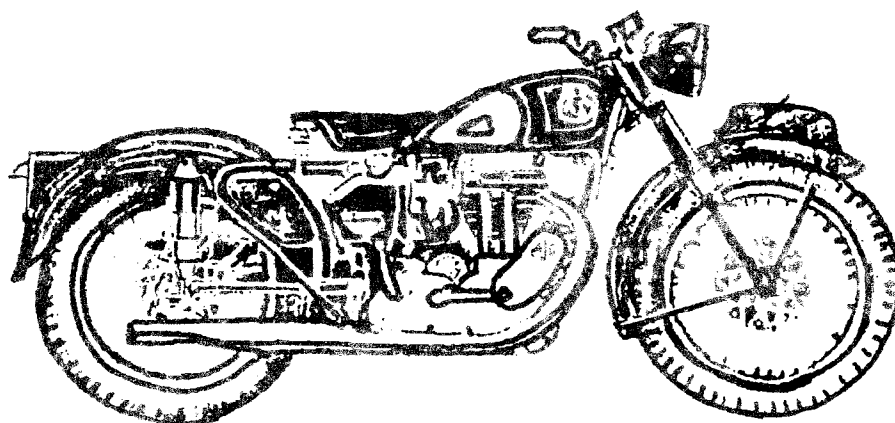
THE MOTORCYCLE CLUB CATERS FOR ALL TYPES OF MOTORCYCLES
AND MOTORCYCLISTS

FROM VINTAGE RESTORATION TO MODERN SUPERBIKES

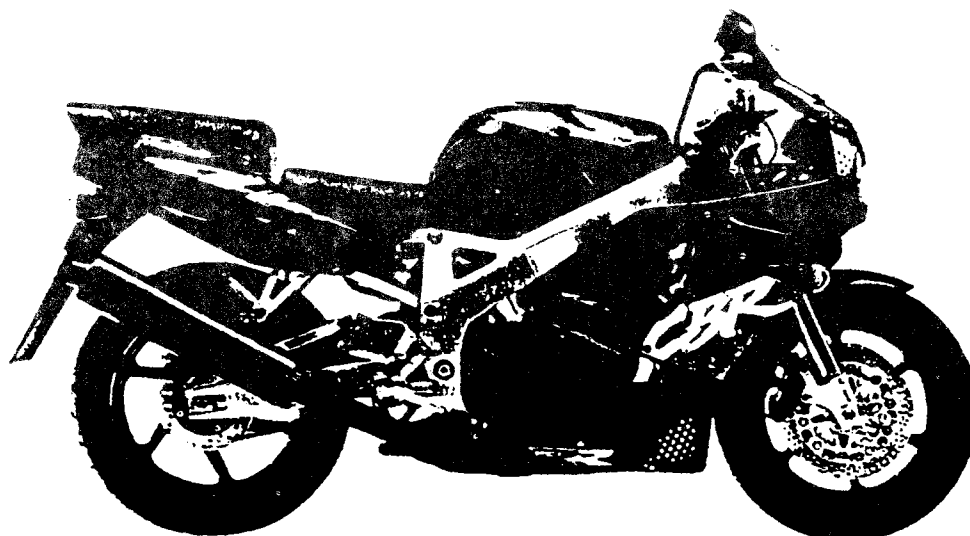
SO

IF YOU'RE INTEREST IS

THIS



OR THIS



CONTACT : SGT MUSPRATT ext. 7212 or CPL WARMBY ext. 7374
OR COME ALONG ON A THURSDAY EVENING

NATOCARS

OF BRIDGWATER
SPECIALISTS IN TAX FREE, TAX PAID AND USED CARS FOR 25 YEARS

U.K. HOT LINE
0278 455555

NATOCARS
OF BRIDGWATER

WYLDs ROAD, BRIDGWATER, SOMERSET, TA6 4DG
 TELEPHONE 0278 455555

*No one
 looks after you
 better*



Exclusive Discounts For All RAF & Attached Personnel

ONLY FROM NATOCARS

NEW CARS

In the past some RAF personnel may have missed out on car discounts simply because they were unaware of their entitlements.

Now NATOCARS has produced a booklet which explains those entitlements and shows how you can make savings of up to 36%.

USED CARS

NATOCARS have an outstanding selection of quality used cars, all with free RAC Inspection, Report, Warranty and Membership. Most are low mileage, one owner vehicles with a 12 month warranty.

So whether you are based overseas or in the U.K., contact us today to find out just how much you can save.

CALL NOW OR POST THE COUPON



FORD - VAUXHALL
PEUGEOT - ROVER - LAND ROVER - AUDI
VOLVO - VOLKSWAGEN - MERCEDES BENZ.

Please send the Naticars booklet and price guide plus car brochures of my choice.

RANK _____ INITIALS _____

SURNAME _____

PRESENT ADDRESS _____

TEL: (WORK) _____

EXTN _____

TEL: (HOME) _____

DELIVERY DATE (REQD) _____

FOR USE IN (COUNTRY) _____

I am interested in (please write in model)

Ford _____

Mercedes _____

Peugeot _____

Vauxhall _____

Rover _____

Volkswagen _____

Audi _____

Land/RangeRover _____

Volvo _____

Used Car _____

I would like to consider (please tick boxes)

TAX FREE

PART EXCHANGE

FINANCE

TAX PAID

SAVINGS PLAN

CAR INSURANCE

NATOCARS
 WYLDs ROAD,
 BRIDGWATER,
 SOMERSET,
 TA6 4DG.
 Tel: (0278) 455555

RAFLOCK/92