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

Colin Hinson

In the village of Blunham, Bedfordshire.

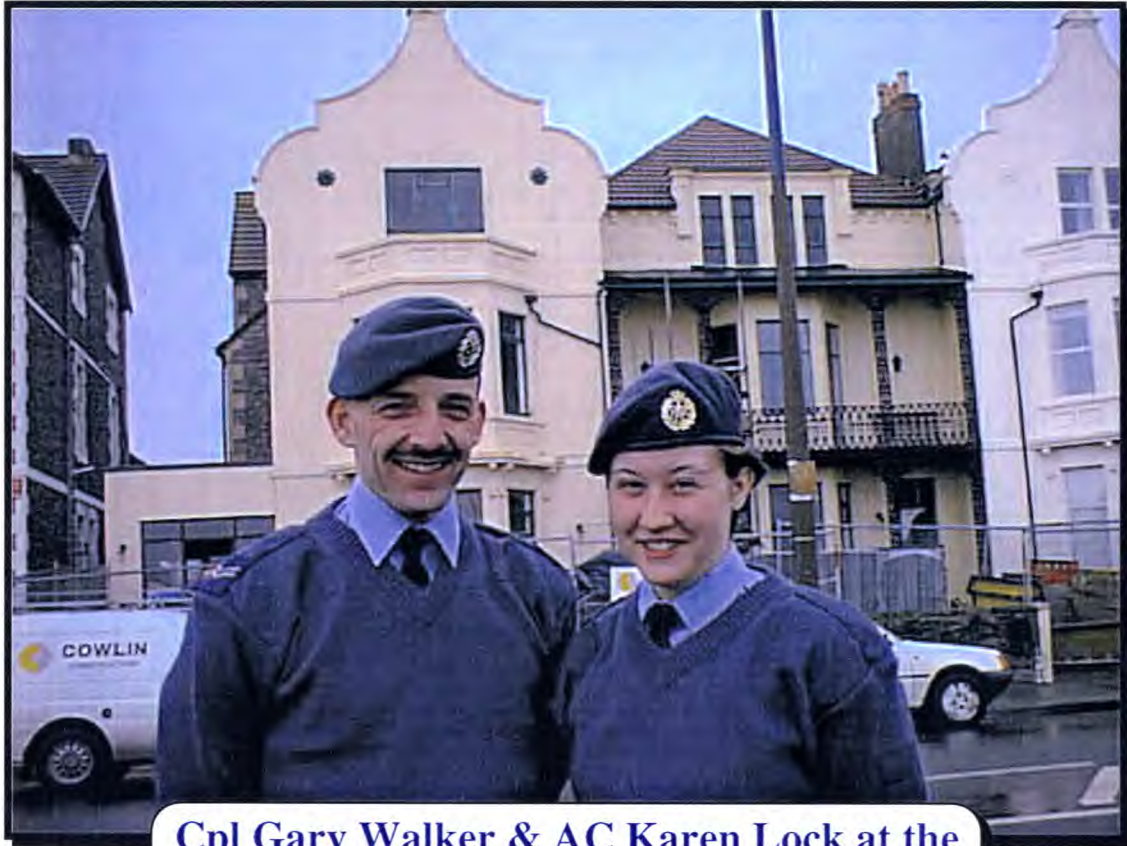


Airwaves



THE MAGAZINE OF ROYAL AIR FORCE LOCKING

March 1998



Cpl Gary Walker & AC Karen Lock at the Flowerdown Convalescent Home in Weston

***Refurbishment well under way at Flowerdown House.
Pictures & story on pages 28/29***

**IN
THIS
ISSUE**

***"Over & Out"- Locking's
story now on sale***

***Crazy Cops
steal the
Show for MacMillan Funds***



EDITORIAL

This issue should have been published at the end of December. Unfortunately, due to the Christmas break, there was insufficient material to warrant going to print. I would like to thank the Computer Assisted Training Section (CATS) for their technical assistance and Cpl Stu Barton for the generous loan of his digital camera.

I will publish your views, whatever your opinions, on any aspect of life at RAF Locking. I will even withhold your name from publication if you wish. Please let me know if there is anything interesting happening in your section. Airwaves is your forum, so please send any material for publication to me at either of the following addresses:

IT Net: TC1TCT mail: 1(T) Block

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Airwaves is the Station magazine of RAF Locking and is published by the kind permission of the Station Commander. The views expressed do not necessarily reflect official policy.

RAFA Entertainment
THE BRISTOL BLITZ

A Presentation by by Mr Goodchild

on

Wed 25 March 1998

at 2000

at

RAOB Club Locking Road

Competition Corner

This month, a music trivia quiz for the over 40-somethings

1. Whose stairway led to heaven?
2. This westbound traveller told us to relax
3. According to Robert Zimmerman, this was blowin' in the wind.
4. They were special on the beat, but where did they famously walk?
5. Sounds as if they could fly, but how high?
6. She had a heart of glass but was she really fair?
7. Did their demonic behaviour make them paranoid?
8. This quality spoonful always rose to the top.
9. Who claimed the north-east mist as their own?
10. Amazing traveller ate American breakfast.
11. They've been on the route a long time but still get no pleasure.
12. What is the significance of "you don't know what you've got 'til it's gone", in the Big Yellow Taxi?

For the answers see page 48

CO's Corner

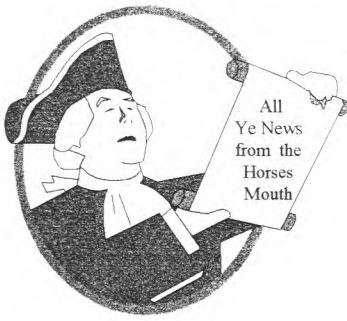


We are now well into 1998 and those who have either been to RAF Cosford or seen the photographs will realise that the new Communication Engineering Training Building (CETB) has now reached the stage whereby the skeleton and roof are constructed and work is on schedule. There are rumours that it is big enough to blot out the sun from reaching SHQ at Cosford! Thus from that point of view most of the project is going to be on time.

Here at RAF Locking we have several major problems to tax our patience. First, the numbers of trainees being sent to us are not going down as we approach the move dates. If anything, the numbers are increasing giving us bottlenecks in training and accommodation. Second, in the longer term, the increase in numbers also adds to the difficulties in Support Wing and the time it will take to finally close the Station. Third, the real estate is crumbling in several important areas such as water supply and sewage. Add to this the uncertainties surrounding DFTS related courses and we have a recipe for major difficulties later in the year.

I do not seek to minimise the problems or turn a blind eye to them, our concerns are real and deserve to be met head on. However, neither I nor the other execs can cure problems that suddenly emerge upon us. Solutions take time. In order to gain time, I would ask that individuals, sections and flights look at the remainder of the year and consider whether there are problems that can be foreseen. If so, please highlight them through the chain of command and I will, as the insurance advert says "prevent a drama turning into a crisis".

Gp Cpt W S Rooms



The Three C's News - Civilians - Closure & Cosford

What has happened

Quite a lot has been happening in the last couple of months and I thought you might like a summary of what you may have missed and what you can look forward to.

We have had visits from HQPTC personnel talking about relocation and redundancy, but the most interesting event for our non-mobile staff has been the arrival of the long-awaited redundancy estimates. There has been a mixed reaction to them amongst the staff. For example, "It must be wrong", "Someone is getting more than I am", "How lovely", "I would prefer to keep my job", and the favourite "Can I take the money and go now?". (The answer to this last one is a definite no.) Karen, Jacky and I have done our best to settle your queries and we will be more than happy to carry on answering all your questions.

We also had a visit from Mrs Kim Pawsey who is D Pers 1c at Abbeywood. She provided our clerical grades with an insight into the workings of the 'Bristol Pentagon' and proceeded to try and poach both our fixed term and casual employees. She also informed our established staff that she was 99% certain that there would be vacancies at Abbeywood when Locking closes.

What happens now?

Well, first and foremost we want you to return the preference forms given to you by HQPTC as quickly as possible (if not sooner). HQPTC will then arrange for the one-to-one interviews to be carried out. When you go for your interview make sure you make a few notes of the questions you intend to ask, if not, you are sure to forget half of what you meant to ask.



Staff who are placed in a redundancy situation will be given help by the MODOPS, the people who give advice on applying for jobs outside. They also give help the CVs and how to deal with interviews etc. We are building up connections with outside agencies and

Job Centres who will also become involved nearer the closure date.

Last but not least, our loyal and long-suffering staff who are taking the adventurous step of moving to RAF Cosford. We will be arranging a visit, or visits, to Cosford and the surrounding area to help you see more than just the workplace. Families are very welcome on the visits, and the time around the Easter block leave, 6-17 Apr 98 would appear to be a good time as the children are on school holidays. Cosford trips could be day or overnight stays, whichever proves the most popular.



Your ideas on the format of such visits would be appreciated. This way time is not wasted by arranging things for which there is no interest. Sensible suggestions please by memo or phonecall to ext 7229, or just pop in for a chat. Don't forget that time marches on so please make your suggestions sooner rather than later. If you are really unsure what would be best then I will come up with a few ideas and the routes to take and areas to see (ensuring that I bypass the area in which I live). I will publish them in future editions of Airwaves and Civ Pers Orders. Posting Notices will be issued on 31 Mar 98 unless any change of policy occurs (highly unlikely).

Please remember that we are doing our best to make this stressful time as easy as possible, although you may not think so at times. Please don't be frightened of asking questions, you may get an immediate answer. If we don't know the answer straight away, we will know a man who does, and we will.



STATION CRICKET



Please note that these players are not currently member of the Station team.

RAF Locking has an active and enthusiastic team, that is on the look out for new players, to represent the Station in the coming season. As well as the RAF Cup Competition and Faville Trophy, we also take part in very sociable 20 overs-a-side games in a local civilian league, on a Tuesday night.

Nets practice will commence during April on a Monday night, see further press for details. All standards are welcome and coaching will be available, if required, for both batting and bowling.

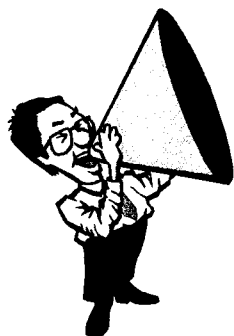
So keep a look out for the times of the training. Any queries can be directed the following personnel;



Captain - Cpl Pete Jobling, Comms Ops Flt (3T), ext. 7284

Secretary - Cpl Steve Hern, Comms Sys Dept (1T), ext. 7476

NB; This is not Cricket, this is dancing. (And unfortunately, the Cricket Club does not have a current license for dancing on its premises)



LOCKING TO COSFORD TRANSFER NEWSLETTER: BULLETIN NO 2

The Locking to Cosford Transfer project is proceeding according to plan; indeed, construction of the Communications Electronics Training Building (CETB) is currently ahead of schedule! This bulletin gives you an update on the progress of the works, both technical and domestic, and on the programme for the relocation of training.

TECHNICAL FACILITIES

Progress of the Works. So far, so good! The works programme has not been affected by the weather and Tarmac are well underway with the construction of the CETB. Now that the steel framework has been erected, the considerable size and height of the building has become obvious to all. We have been encouraged by the well-organised approach of Tarmac and their main sub-contractors. The CETB is due to be completed in early 1999; however, the RAFSEE task of equipment installation will continue to June 1999, as will furniture and telephone installation and office contents removals from Locking.



Contract amendment. Due to the changes in training requirements, a decision was taken in October to amend the project by deleting some elements of training equipment and, if feasible and affordable, reinstating others. The following elements have been deleted: Common User Data Services (CUDS), much of the Fixed Telecommunications System (FTS) rig including the Regenerative Underground Structure (RUGS), and 2 Watchman Computer Based Training (CBT) suites. We are awaiting the Project Manager's assessment of the inclusion of 2 more emulator sets and the Integrated Command & Control System Engineering Training Facility (ICCS ETF), and the removal of partitions between classrooms to training create some bigger rooms. As ever, cost criteria will govern what can be done.

Airfield Facilities

Not to be forgotten are the works being undertaken on the airfield site, notably the construction of a large earth bund between the radar sites and the POL compound. The radar hardstandings and the ILS facility are due to be completed in early 1999.

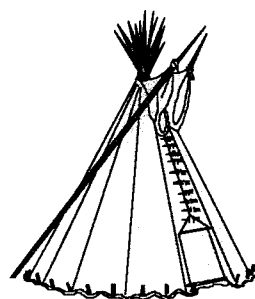
Trade Management Training Squadron

This is a separate but concurrent project being managed by the LTC project team on the airfield site at Cosford. A new building for TMTS is currently under construction by Alfred McAlpine and is due to be handed over after Easter this year, after the building has been refurbished and the telephones etc installed.

DOMESTIC FACILITIES

The domestic facilities will comprise three separate contracts as follows:

Junior Ranks Single Living Accommodation (JRSLA) and Regiment Training Building (RTB). This contract was awarded to Birse Construction Ltd on 10 October 1997. It is a 'design and build' project and we have



received and approved Birse's design proposals for the JRSLA, which comprises 350 en-suite bedrooms, and plans for the RTB. Construction at Cosford is now well underway. The RTB is due to be completed in July of this year and the barrack blocks will be handed over, in turn, during this autumn and winter.

Officers' Mess. This contract was awarded to HBG Kyle Stewart on 24 October 1997. It too, is a design and build contract and Kyle Stewart have submitted their initial design proposals and have started work on the foundations of the building. Construction is due to be completed in early 1999.



Regional Medical Centre

This contract was awarded to Norwest Holst on 23 December 1997! This is a traditional contract and so work on site has already started. The new Medical Centre is due completion at the end of this year. After transfer of staff and equipment to the new facility, the existing building will be demolished and a new car park created on its former site.

Artificial Turf Sports Pitch.

Unfortunately, to the deep regret of the Project Team, this part of the project was cancelled in December 1997 due to financial constraints.

PROGRAMME

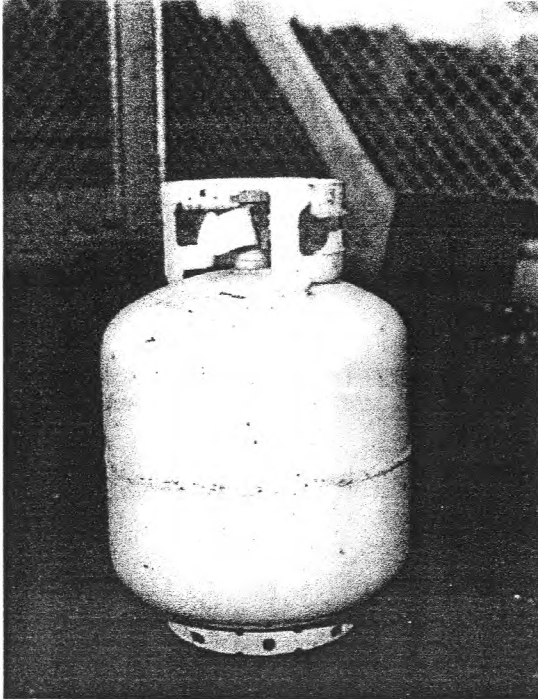
The programme for the relocation of training is of course, dependent upon the programme for the relocation of training equipment. The latter has just been issued to the Project Manager and discussed in meetings over the last few months. Currently, more detailed plans are being developed for the movement of people to Cosford or, for those not so lucky, to pastures new !



The CETB takes shape

NEGLIGENT DIPOSAL OF DOMESTIC WASTE THE POLLUTER PAYS

(Individual act or omission) OR (I don't care and Oh! I forgot)



Here at RAF Locking we try to make disposal easy by inviting you to tell us what you want to get rid off. We offer a comprehensive advice and disposal system that should really prevent any "fly tipping". We also have skips positioned in various locations for the correct disposal of everyday working waste. These skips should not be treated as the dumping ground for everything you do not wish to throw in your domestic waste bin. It is no longer acceptable for you or anyone else to bring a bag of rubbish to work and dump it in a blue skip - it could even be illegal. For example, your redundant prescription cough medicine placed in your own domestic waste bin is no problem but put it into one of our blue skips and, because we are a commercial waste site, your cough medicine becomes clinical waste and must be segregated, documented and disposed of at a licensed site. If it is not, both you and RAF Locking have broken the law and could be prosecuted under Section 34 of the Environmental Protection Act 1990 (EP Act).

The photograph that accompanies this article is of a gas cylinder. The more aware among us will readily recognise the explosive potential and hazardous nature it possesses. Moreover, most reasonably intelligent people will know what will happen if the cylinder is crushed and the potential to either injure or kill the person trying to crush it. But Mr Somebody still threw it in a blue skip. The skip was emptied into the disposal truck and the crushing mechanism was started. Thankfully the truck driver saw the cylinder just before it reached the crushing mechanism. He immediately stopped the process and extracted the cylinder. How lucky can we get? If that cylinder had entered the crushing mechanism, it would have either:

- **Exploded, thus catching fire to the entire contents of the truck**
- **Killed or injured the truck operator.**
- **Wrecked the crushing mechanism, thus generating a hefty repair cost for us to meet.**

Enough is enough. If you are not sure, and do care, please seek advice before disposing of anything in the blue skips positioned around the station - Please remember that **THE POLLUTER PAYS!**



Can't deduce the correct method of waste disposal old boy? Just ask the experts at Supply and you will find that the answer becomes

Ella Fitzgerald my dear Whopper!!

Every time you pick up a can of solvent or similar, I would hope you read the label to find out how harmful it is to you personally. But do you think further than that and consider any harmful effects to the environment? Or do you care what happens to "that mixture" you have just poured down the sink? If not, then you should because, as a rule of thumb, if something you are using is a danger to you it is very likely it will be a danger to the environment if not properly controlled - and, if it is a danger to the environment then you could find yourself in breach of the duty of care regulations of the EP Act for which penalties are high. Favoured sayings in environmental circles are that: "There is no such thing as a free lunch", and "What goes

around comes around". What this means is that nothing but nothing just disappears into the environment, it all reappears elsewhere in some form or another. Every time company has to pay to clean it up and that cost is passed on to you in higher water rates - **THE POLLUTER PAYS!** While I am not suggesting that you should run out and join an environmental pressure group, if every individual was to take responsibility for his or her own effects on the environment there would be real cost savings made, not to mention a cleaner environment in which we live and work. For example, it was the cumulative effect of many individual customers that forced aerosol suppliers to move away from Ozone depleting halon propellants almost overnight.

Not sure what can be recycled or how to dispose of unwanted items? Call Supply Flt on Ext 7349 and discuss the disposal of anything from unwanted furniture to prescription drugs. No matter what you need to dispose of, and regardless of quantity, Supply Flt can give advice on collection and disposal.

If you care about the environment and want advice on disposing of:

** Paper * Cardboard * Aluminium Cans * Bottles * Batteries * Fluorescent Tubes * Toner Cartridges * Used Oil * Clothing * Toys * Books * Garden Refuse * Refrigerators & Freezers * Washing Machines * Cloths Dryers * Scrap Cars * Scrap Metal * Furniture * Cookers * Unused, or Part Used Solvents & Glues * Carpets * Prescription Drugs * Anything Else*

Married Quarters - Messes - Barrack Block Accommodation
Old Newspapers

Why throw them away? They only go to landfill, Bundle them up, put them out on the curbside on Tuesday morning and we will collect. Thank You.

Don't Fly Tip In The Skip!

NOT SURE - PLEASE CALL 7349 !

MTMS PRE-WINTER CHECKS BOOST MACMILLAN FUNDS

On 15 Nov 1997, a pre-winter vehicle safety campaign was held at MTMS. It was primarily intended to identify any serious faults an owner's vehicle may have had or developed prior to the winter months. The checks were available over a six-hour period.



Phil & Stephen rectifying a frozen-up windscreen washer bottle !

Despite the low numbers of Station personnel taking up the offer, those that did all received a thorough check of their vehicles' roadworthiness.

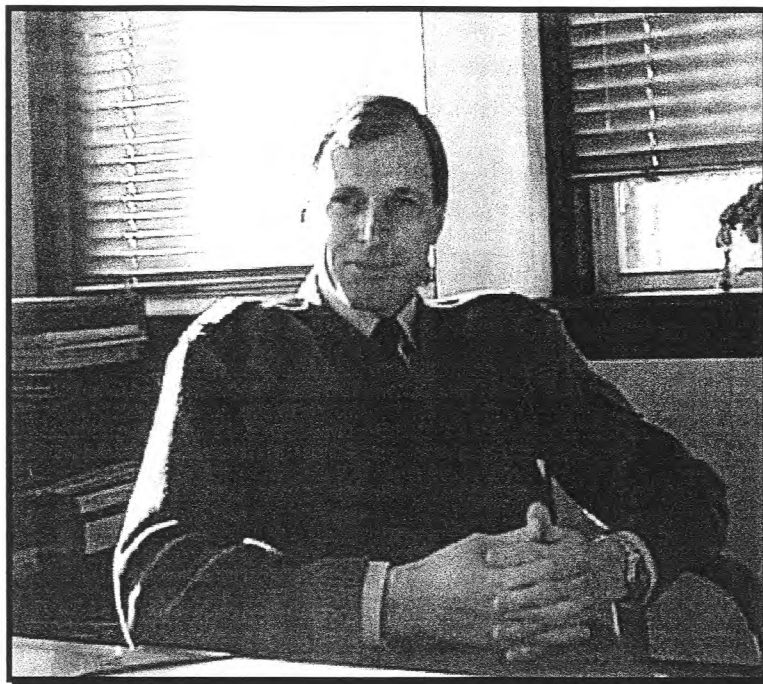
Surprisingly, the majority of the cars checked by MTMS technicians Sgt Stephen Hope and SAC Phil Grove, did require prompt attention before the onset of the cold weather. In particular, the strength of some antifreeze would barely offer engine protection to freezing point. The experts at MTMS still recommend that owners check their engine coolant, the alternative could be a car that was nothing but a useless £10,000 ice cube. Any advice on your car's coolant system, even now (frosts are still common in March), please call the experts at MTMS on extension 7315.



MTMS would like to thank all their past customers for their generosity in donating to the MacMillan Cancer Nurse Fund. Also a great thank you to **WORLE MOTOR FACTORS** for their kind donations of antifreeze and windscreen wash concentrate.

The monies raised will be added to the Revue profits and presented to Mr Tom Baker of the MacMillan fund in March.

The new OC Training Wing Wg Cdr Dean

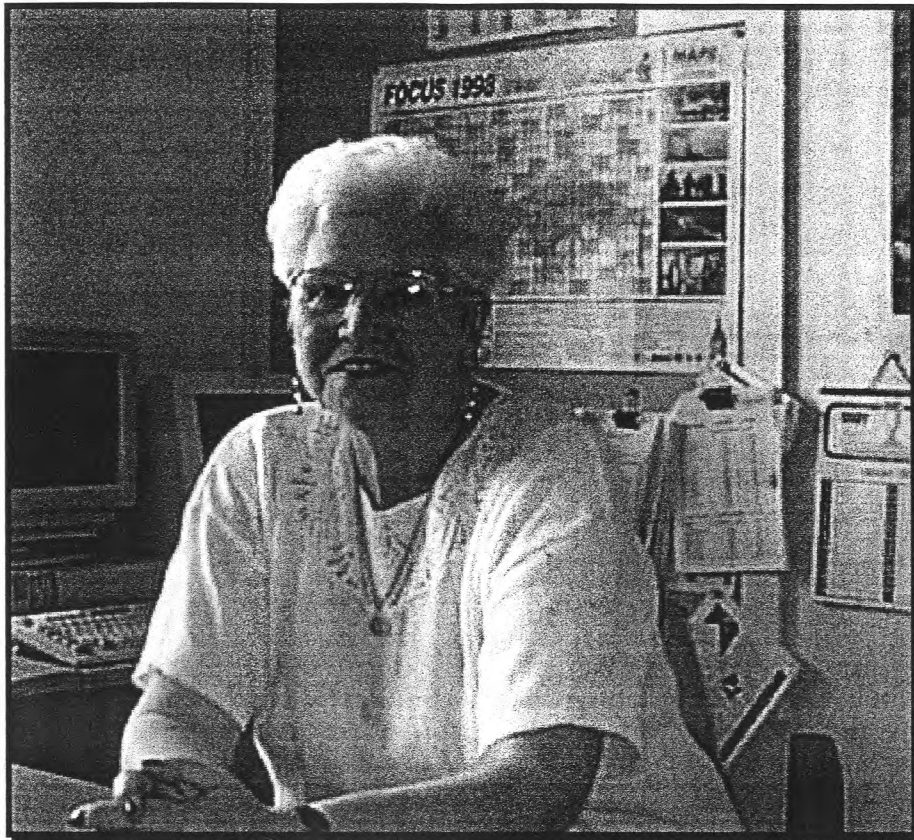


I am grateful to the Editor for this opportunity to introduce myself on taking up my appointment as OC Training Wing. I was delighted to be offered this post and after but a few weeks I am convinced this is going to be an exceptional tour. I am particularly conscious of the upheaval we all face in the next 12 months but I am confident that there is a strong team in place to chart us through these unsettled waters.

With regards to my background, I have come to No1 Radio School from the Royal Military College of Science at Shrivenham where I was teaching defence technology and equipment management to Army officers undertaking second degree courses. I am categorised as a Communications Electronics Engineer but in reality my career to date does not fit into such a handy pigeon hole. I have worked in jobs as diverse as a Rapier engineer, senior engineer on a Jaguar squadron and a variety of staff appointments including one providing support to the Royal Saudi Air Force. On the personal front I am married to Sue who is a squadron leader (administrator) serving at RAF Innsworth, where we have an MQ, and I have 2 children living in Devon. My interests include alpine skiing, running, offshore sailing, sub-aqua diving and renovating a 200 year old cottage in South Wales.

To say that we are in for an interesting year would be an understatement and I am mindful of the balancing act we have to perform in continuing to maximise the quality of our training whilst minimising the uncertainty and disruption stemming from our relocation to Cosford. I do not underestimate the magnitude of these tasks but I do look forward to working with you all towards a successful outcome.

Mrs Irene Pollard MBE

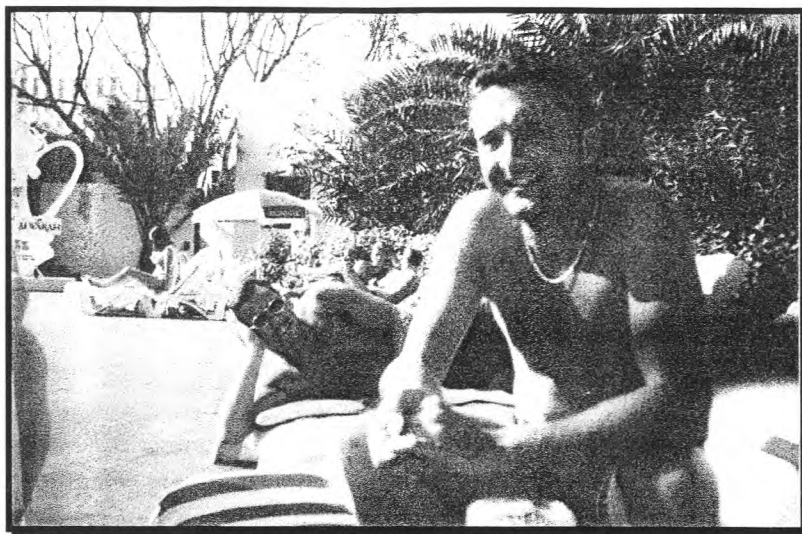


Mrs Irene Pollard was awarded the MBE in the Queen's New Years Honours List. Mrs Pollard has been Service Institute clerk at RAF Locking since 13 February 1972. Her late husband, Ted Pollard, was the Station Warrant Officer from 1973 to 1983. During that time she participated fully in the life of the Station, organising collections for a variety of charity events, in particular the Flowerdown Fair. In fact Irene was a driving force at every Flowerdown Fair until 1996.

Throughout her 25 years at Locking she has had daily contact with all ranks and has become a source of help and inspiration to an army of elected but untrained Treasurers who turn to her when the book-keeping gets arduous. Despite the death of her husband Ted in 1995, after a long period of ill-health, she has continued to be a key figure in the life of the Station. She will go to Buckingham Palace to receive her award in March.

OPERATION JURAL - SAUDI ARABIA

by our Man-by-the-Pool Steve Hern



Prince Sultan Airbase Al Kharj is situated approx. 100 km south of the capital city, Riyadh, and plays host to 3,000 peacekeeping troops. There are 200 British servicemen serving on the base with the rest of the unit being made up of American, French and Saudi-Arabian forces. The normal length of detachment is a 4 month tour, although the Tornado Squadron detachment change round every 8 weeks en masse. There are 2 flights out to Al Kharj a week that leave from Lyneham on a Sunday and a Wednesday. On a Hercules aircraft, they go via Cyprus and Turkey, with the total travelling time amounting to an arduous 18 hours. The time difference is 3 hours ahead of B.S.T.

Accommodation on the base, for all ranks, is in air-conditioned 10 man tents, although some personnel can be lucky and only share with 9! The temperature during the day can rise to in excess of 120F and drops quite dramatically to a cool 60F at night. The messing facilities are provided by RAF chefs, with all food and accommodation charges being waived to all serving personnel whilst on det. LOA is paid in Saudi-Arabian Riyals (approx. 6 to the pound) in cash, fortnightly, in advance so a new arrival will get a welcoming payment on arrival at the base. LOA is currently about £1.50 a day.

There are on average 5 mail deliveries a week onto the unit, with mail taking between 4 - 7 days to arrive from U.K. Outgoing mail is sent out 6 days a week and generally gets back quicker and with less customs hassle than incoming. All incoming mail is subject to random Saudi custom inspections and can be held on to for up to 3 days at a time, which can lead to very irritating delays and lots of grief for the resident Army postie, who incidentally, is powerless to do anything about this. Personnel should take care to ensure no pornographic, religious, or political material is sent out to them during their tour. If this type of literature is discovered en route, then the serviceman in question, can be liable to serious disciplinary measures, regardless of guilt.

One weeks' R&R is granted for personnel on a 4 month det. This can be taken in the state of Bahrain, where alcohol is legal, whereas Saudi itself, is a dry country, where all alcoholic drinks are banned. 'R&R'ers are put up in the luxurious Diplomat Hotel free of charge. Facilities included are a multi-gym, sauna, steam-room, jacuzzi and swimming pool. Nightlife is lively in Bahrain, (due to the large number of air-hostesses who pass through the state) although can be quite expensive, with a pint of beer costing around £3 - £4.

On the base, washing facilities are free, although not conducive to keeping good quality clothes in the state of repair that you want to keep them in. Therefore, apart from the trip to Bahrain, trendy clothes are not needed on the unit with shorts, tee-shirts and flip-flops being the normal daily wear. As regards uniform it is best to ensure you have all your kit requirements before you leave U.K. as supplies are severely limited at Al Kharj. Phone calls home are free on the GPTN network but no normal payphones are available on the unit. Calls are made through Whitehall and are limited to one 10 minute call a week, although in practice, as long as you are prepared to wait for a free line, can be made more frequently.

RAF Ski Championships

Once again Les Arcs in France was the venue for this year's Championships. The seven participants from Locking: Gp Capt Rooms, Wg Cdr Morgan, Sqn Ldr Pepper, Flt Lt and Mrs Ward, Flt Lt Wyler-Owen and Flt Lt Slater, travelled overnight by coach and ferry to the Les Arcs area.



Although the accommodation consisted of self-catering apartments, there were many five-star culinary delights on offer during their stay as two of the team were Catering Officers!

The skiing at Les Arcs was excellent. The team experienced a good mix of weather during their two-week stay, including some huge snowfalls, along with a considerable amount of glorious sunshine. The racing itself was very well organised and it was only slightly affected by the weather conditions.

competed in some of the individual races. Each race was challenging (to say the least!) and the Locking competitors were all highly delighted to arrive at the various finish lines mostly unscathed, with all limbs, skis and pride intact.

The team approached the 'apres-ski' activities with the same level of dedication as was evident in the racing events. In fact, at one stage the team were forced to telephone the Acting Station Commander at Locking from a rather sun-drenched mountain summit to explain more fully the merits of attending the Championships.

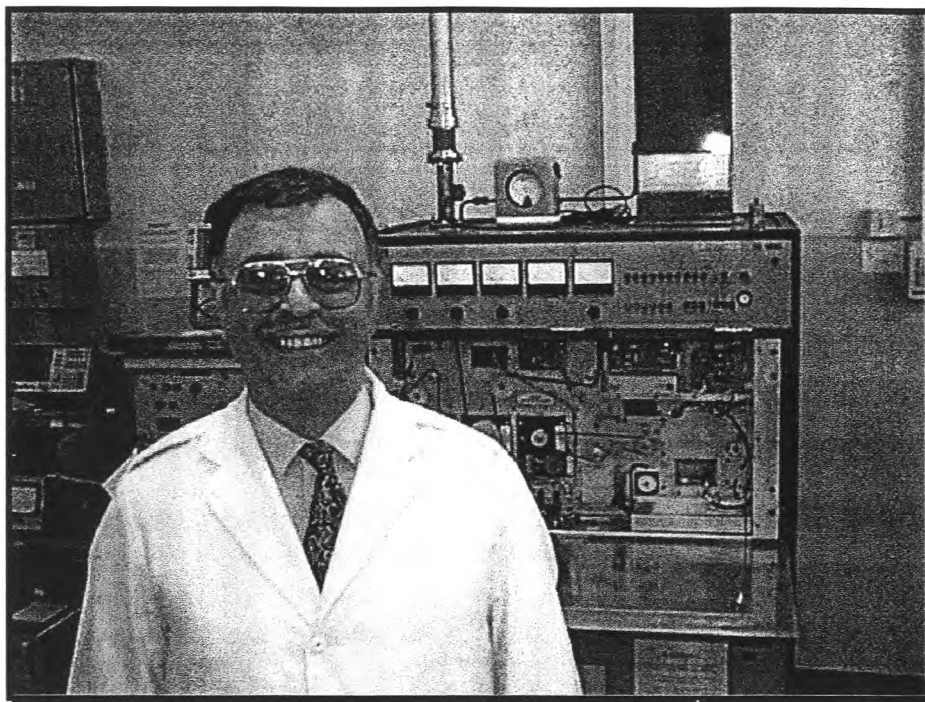


RAF Locking competed as a Minor Unit in the team events and were successful in going forward into the ASSCO Cup. Additionally, Flt Lt Ward

There may be some rumours circulating the Station concerning the existence of a secret video showing the Locking team's skiing and ski-jumping techniques. This rumour is totally unfounded and absolutely untrue (we hope!)

On a serious note, the RAF Ski Championships are well worth attending for skiers of all abilities. Lessons are included, along with cheap ski and boot hire. The racing is very rewarding, and is an experience not to be missed. Plenty of 'free skiing' is also there for the taking, in one of the most picturesque regions of France

Farewell to Mr Brian Harris



In the words of Pete and Dud " Now is the time to say goodbye", to Brian Harris. Brian has been associated with the Radio School for many years. He joined the RAF in 1960 as an Air Radar Fitter, remustering to Ground Wireless in 1965. He had tours at West Raynham, Conningsby and Cottesmore before coming to Locking as a Cpl instructor. He raced up the promotion ladder, and as Sgt Harris he had a working-holiday in the ATC tower on Gan in 69/70. Chf Tech Harris then returned to Locking for an instructional tour in the 2(T) empire.

Brian worked at the HF transmitter site in Singapore from 74-76 with the 9th Australian Sigs Regt and while he was there the unit closed (Brian denies responsibility). Returning yet again to Locking to teach the Speedrace 625 transmitter, Brian left the service in 1982. He worked in industry as a computer engineer in the hi-tech days of '8-bit green screens'. But the glamour and excitement of Locking was too much to resist and Brian returned as a civilian instructor in 1985 and has worn the White Coat in 1(T) ever since. He has taught a range of equipments including the MX-1 and a variety HF transmitters and drives.

He has a busy social life and many interests and hobbies. He is a Radio Amateur and was

instrumental in setting up the local UHF repeater system. With his wife Pat he has been a group organiser at St. Pauls Church in Walliscote Road. Their son Simon and daughter-in-law Anita are both corporals at Neatishead, and daughter Ruth works in the USA.

Brian is sorry to be leaving the Radio School as it moves to Cosford but he sees this crossroads as an opportunity for a change of scene and will take up a teaching job with the Army at Blandford. This move will keep him nearer his extended family in the South.

Brian will be missed by his colleagues in the School for his caring professionalism and dedication to the job. He is a font of knowledge on all kinds of strange and interesting topics and always manages to come up with an answer. He loves Jazz and other 'real music' and has a passion for Goon Show type humour and all things 'science'.

No doubt, like many of us who will say goodbye soon to the very special place that is Locking, Brian will have, as Pete & Dud said so succinctly, 'A tear in either eye', He can be sure that he is

'GOON BUT NOT FORGOTTEN'

Up Periscope for a River Nith wild water canoe racing experience

The Royal Air Force Locking Canoe Club, originally entered a team of 7 enthusiastic paddlers of various standards to the RAF Wild Water Canoeing Championships, held on the River Nith near Dumfries in Ayrshire.

The event is held every first weekend in December and with one week to go the excuses were coming in thick and fast as the weather chilled! We were left with just 3 paddlers, the minimum required for the team event. We left very early on the Thursday before the Saturday of the Individual Race. This kept SAC Gary Harden quiet, for the first couple of hours of the journey, because SCAF had their Christmas Party the night before. We took frequent stops to break up the tedious 356 mile journey, this also gave Gary a chance to show his prowess at incinerating microwave chips and speed burger eating.

We arrived and on testing the temperature I decided to let Gary take Jnr Tech Jason Watkins, our 3rd paddler, on a tour of the river. I drove down the road (with the heater on) to the egress point, checking their safe passage of the "tippy bits" along the way. This was Jason's first experience of a fast flowing river so I anticipated that Gary would be busy! To his credit and helped by adrenaline, some of it brown, Jason got down without mishap. Changing quickly into dry clothes we headed to our accommodation. The apartment was very well equipped and above all WARM, overlooking the River Nith.

On Friday morning we all took another paddle down the race course to familiarise ourselves with the multitude of rocks, boulders and pieces



of other more unfortunate boats. At lunch we ate copious slices of beans on toast (to allow Gary to talk whilst still drinking his Lucozade). After a quick snooze it was back to the river for an experiment in paddling the "Wavehopper". This is a polyurethane development kayak designed to take the bashes whilst the skills of wild water racing are learnt. Jason set off fearlessly in his strange feeling craft thinking, "Who said it was stable?" Closely followed by "how do you steer it?" After 60 minutes of bouncing off rocks and examining river bank fauna we finally reached the end of the course. Jason looking very pale and praising his decision to wear a wet suit although next time he vowed to take a snorkel too.

Later Friday afternoon it started to rain, and the forecast was for much more!! The old hands immediately started to spread stories of previous raging conditions and flood levels. The curtains to some canoeists cottages began to twitch nervously as rain checks were made. We focused on cooking dinner as the rain came down and later had a pre-race ale as the rain still came down. By morning the Nith had risen by 2 metres and was carrying large pieces of debris in its murky depths, such as cars, telegraph poles and caravans. Toilet paper was suddenly at a premium as was access to the bathroom.

I inspected the course and told Gary that although his dreams had come true he would only be paddling the river during the race, when safety cover was provided. Jason got the bad news that he would not be racing as the conditions were too difficult; we would later take him for a paddle over a section of the race course.

Gary enjoyed his "Pepsi max" ride down the raging River Nith and he finished 6th in the wavehopper class. I managed to retain the individual trophy, winning by just 4 seconds over the 2.5 mile course.

We then took a disappointed Jason on the water to get him ready for the team event. We spent nearly 2 hours learning technique and having fun on a relatively safe section. On the occasions when Jason did inspect the river bed he either rolled his canoe or was greeted by a group of enthusiastic rescuers. Having put his eyes back in from their stalks, he thanked us for not letting him race and looked forward to Sunday's team race.

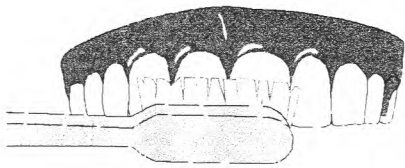
The next day Gary, Jason, and I plus butterflies were ready for the team race. We had entered in the slalom category and even though the water had dropped slightly I knew it was going to be wet. They provided me with the shortest and widest boat possible to paddle, despite its resistance to going fast through the water I was confident of loosening some tar from Jason's lungs and keeping him warm! The race starter called us forward and 2 minutes later we were off. Jason showed fantastic courage to get his boat safely to the finish taking the opportunity to regularly test his support stokes. He even had time to check Gary's pool rolling lessons had worked with an eskimo roll at the tricky "telephone bend rapid". At the end we were delighted to find out we had finished 3rd in the inter-station slalom team event. Jason celebrated with a tab after his exertions, Gary took a gulp from his inhaler and I indulged in a Little Chef "Olympic breakfast" before the long drive south to RAF Locking.

Martin (soon to be known as 'Chief') Streeter

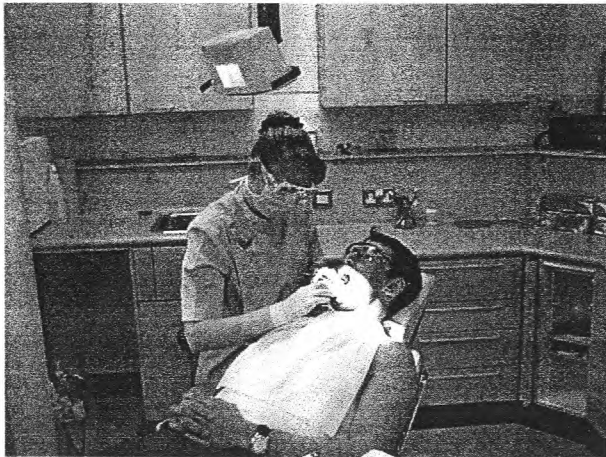
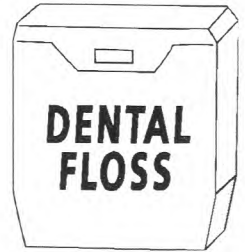


Sgt Martin Streeter receiving his Command Canoe Colours from the station Commander

advertisement



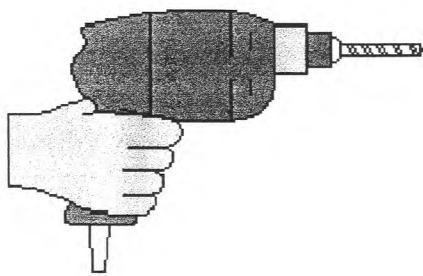
Correct brushing and flossing



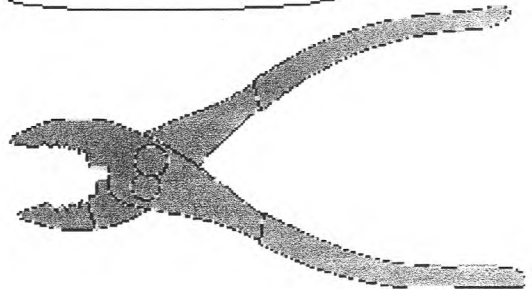
Please note that the patient in the photograph appears to have no shirt on under the protective dental bib, a code of dress normally frowned upon by the hygienist. However, in the interests of fairness, the patient was in fact on duty, and works in P Ed Flt where they are to be seen without proper shirt (or trousers), in order to show off their rippling muscles. So on this occasion a service issue PT vest was acceptable and nothing more was said.

and regular check-ups

will help to prevent these nightmare Scenarios...



HELP !



not to mention a visit from



HRH The Princess Tooth Fairy (TG3)

advertisement



Copies of a booklet containing information on dental matters called the er, Dental Information Booklet, have been sent to all sections and should be available for perusal from your admin offices now. There's general information about getting dental treatment at Locking as well as dental emergencies and maintaining good dental health.

TRUE CONFESSIONS

" I had a great tonsorial experience round the back of the NAAFI",

writes Our Man with the Squareneck, Shorty Backansides

I was desperate! I had been busy since Christmas and I hadn't noticed how untidy my hair had become. Admittedly, it is a bit on the thinning side these days, and the mirror in the bathroom was destroyed when the contractors were putting the new bath in, and I lost my wallet, er , and..... No, excuses would just not do for a military man like myself. I was ashamed, my wife had started giving me large hints about my appearance and even likened my appearance to Worzel Gummidge, Bob Geldof and Mungo Jerry (he was in a popular 1970s beat combo M'lud) More seriously, my appearance had only narrowly escaped the attention of the SWO. On that occasion I was only saved from further scrutiny (and worse) by the distraction of a squad of passing ATC cadets.



I had been going to see a hairdresser in Weston (no names, no pack drill) since the year dot (actually 1978) and in those old days I was quite happy with the results. Recently however, I would often find that I would receive a crew cut (a flat top if you're under 30) on the left side of my head and it would still be falling over my ears on the right side. In addition, the radio in the salon, previously permanently tuned to the Light Programme/Radio 2 had been recently retuned to Drums 'n Bass FM. This combination of quality of product and atmosphere started me thinking about taking my custom (not to mention my deteriorating assets viz: the follicly substances) to another establishment.

Where should I go? , that was the question. Every other barber's shop seemed to have been turned into (gulp) a Ladies Only Salon. When recently making idle conversation about the 'thinning scenario' on top, I had let my usual barber talk me into an application of 'hair-thickener' gel, at no extra cost. Thinking this too good to miss I threw caution to the wind and the preparation was massaged into my scalp. Doubts began to creep in some days later when looking half-heartedly at a display of bathroom mirrors in B&Q. Noticing my reflection, my hair seemed to be in exactly the same style as when I had walked out of the hair salon. My suspicions aroused, I found that the gel had set into a sort of inert mass with the smell of old candles and a stickiness not unlike that of the outside of used Araldite tubes.

Enough was enough, I couldn't go on enduring the cutting (but accurate) remarks from family members about the state of my hair. In any case, the SWO had seen me avoiding him on several occasions and I was expecting to

be summoned to the inner sanctum of his office to explain my curious behaviour.

All this apprehension and stress disappeared a few weeks ago when I was forced to make a detour in order to avoid a diplomatic incident with the aforementioned VIP who I had just noticed was moving towards me from 4(T) Block with a speed only SWOs attain (aided by a MK1 Pace Stick it must be said). I found myself hurtling around the NW corner of the Roundel Club. Suddenly my eye caught upon a door and I fell inside.

The first thing I noticed was the hairdressing certificates and diplomas on the wall and the queue of eager customers. I tried to scan the framed qualifications. Yes, it was all there, Exams in this, City & Guilds in that, and Courses taken in cutting, colouring, styling, perms and with a full license to practice and apply these treatments on Gentlemen Ladies and Children. "Is there anything she is not qualified to do" I mused, half expecting to see a diploma for clipping and styling poodles. "*This is it*", I thought as I made an appointment, "The answer to all my problems was right around the corner from the NAAFI all the time!". Later, after the 'hair makeover', I found that I had got lots of change from the £5 note I had paid with, so I treated myself to a sticky bun in the Roundel.

My wife was most impressed with my new hairstyle as was the SWO when he collared me a few days later- "Haven't seen you for ages, what a smart haircut! Now, I need a volunteer for the parade....someone who is always well-turned out". What could I say? As I modestly accepted his offer, I thought I might have to become **quite a regular down at Beverley's Salon.**



Beverley with another happy customer

**Beverley's Salon RAF Locking
Gents - Ladies - Childrens Hairdresser
(Sorry NO POODLES)**

OPEN

Monday	1400-1800
Tuesday	1400-1800
Wednesday	0930-1230
Thursday	1400-1900
Friday	0930-1230

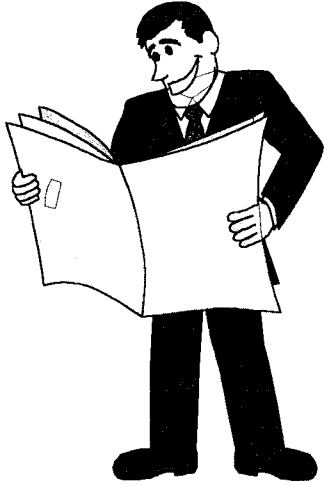
Mens cuts £3.00 Ladies cuts £4.00 Perm from £21-£28 Cut+Blowdry £8.50
Blowdry £5.00 Highs/lowes from £20.00 Semi-permanent colours+blowdry £10.50

**AVOID THIS SITUATION
WITHOUT HAVING TO TAKE
EVASIVE ACTION!!!
PHONE BEVERLEY ON
EXT. 7382 AND BOOK AN
APPOINTMENT.**



**... AND
GET YOUR
HAIR
CUT!!!**

Three-Letter Acronyms (TLA)- Their Imminent Demise



There has been Recent Communication to Indicate (RCI) that the Continuing Use Of (CUO) Three Letter Acronyms (TLAs) is soon to be outlawed. Accordingly I would wish to take this opportunity to discuss Their Imminent Demise (TID).

TID of TLA would, In-The-Future (ITF), cause Really Big Problems (RBP) with the Richness of the English Language (REL) which Will Be Astronomical (WBA) in the Knock-On Effects (KOE). The KOE of the RBP associated with TID of TLAs and the Effect on Current English (ECE) are Easy To Comprehend (ETC). Easily Spoken English (ESE) uses a Great Deal Of (GDO) TLAs, integrating their use in All Walks of Life (AWL). For example, in psychology, the employment of TLAs as Jargon-Assisted Bulls***t (JAB) is common; the TLA associated with Basic Training Courses (BTC) is Really Hard Work (RHW).

Often we are forced to Spell-It-Out (SIO) which can be Very Time Consuming (VTC). We hear in the national press that a Plain Request to Government (PRG) is often delayed due to The Requirement To (TRT) SIO; indeed the TRT SIO often can Cause The End (CTE) of a GDO perfectly simple arguments. How these politicians manage to Sleep Easy at Night (SEN) escapes me.

So In Conclusion (SIC), The RCI the ETC KOE of TID of TLA will CTE of ESE in all WOL. The ECE WBA; no longer will we be able to ETL BTC and JAB ITF. Accordingly, ITF, we would need to subscribe to TRT SIO which would cause RBP to AWL WOL and be VTC and RHW. We hope that a PRG for the CUO TLAs will be made. Only then will be able to SEN and to enjoy the CUO of the REL

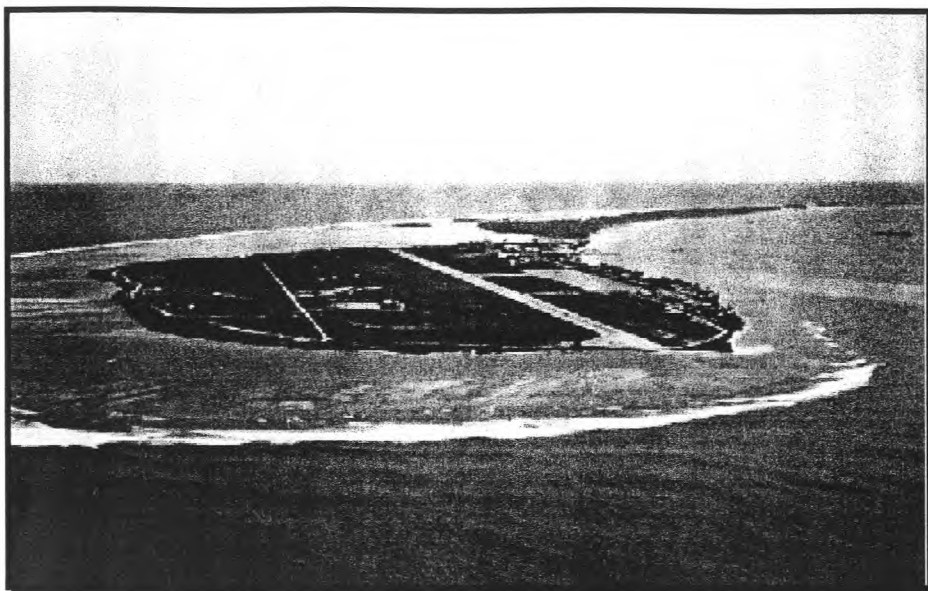
Is That Clear (ITC) ????????????

your etc

OIC Jargon & Waffle Flt

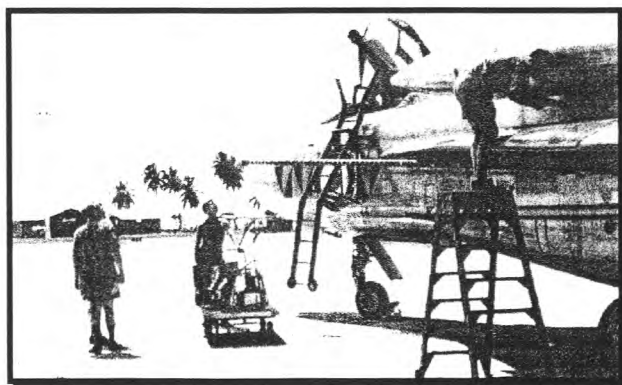


Are you old enough to remember..... GAN ???



It was just a speck in the Indian Ocean, a coral island with a runway, yet for many years this was an important staging post for aircraft on their way to the Far East. It was often called the original Cook's Tour, and was recently reborn as the *Ocean Reef Resort* in the Kuoni holiday brochure. You might even have heard the oldtimers in the teabars around the Station recalling their hardship stories of life on Gan in the 'good old days'.

In the next issue there will be a feature on Gan so scour the attic for those long-forgotten photos and share your memories with Airwaves readers.



Aircraft servicing in Gan's heyday

Please send your Gan sandbag stories to the Editor, and tell us all how hard it was in Coral Command, via e-mail @ TC1TCT or internal mail. All photos will be returned.

Farewell



Pete McHadden

Mal Laycock

Dave Turnbull

The smiles say it all. They've managed to bribe the Escape Committee and secure their passage out of Locking. At an informal farewell in the Sgts Mess, the OC TDSS, Sqn Ldr Ashton, revealed some juicy morsels of gossip surrounding the lives and careers of the 'victims' and thanked them for their efforts whilst at Locking. Pete is 'soldiering-on' and is off to the Falklands. This is the second attempt to send him, he broke his wrist playing football so the detachment was deferred until now. When he returns he and his wife Debbie are posted to Saxa Vord. Dave is retiring after 22 years service. He will be missed for his expertise with the Excel spreadsheet in producing the fantasy football league on the Station. He is moving to a new job with Orange. Mal is leaving after serving a full term of 29 years and is hoping to spend more time with his garden. Mal made a name for himself on Gan (Hittadu actually) in the 1970s as a founder member of Burton-Laycock Enterprises Ltd. Their best wheeze was in organising Saturday night 'dances' for new arrivals at the fictitious nurses' home on the nearby (uninhabited) island of Bushy. The sight of eager young airmen queuing up at the jetty provided hours of fun for Mal and company.

Do you want to stop smoking ?

Contact the Medical Centre now for details of the Quit Smoking Programme



RAFA Liaison Officer WO I Norris

Many people dismiss organisations like the Royal Air Forces Associations (RAFA) and the Royal British Legion (RBL) without ever having had any contact with them. It is worth considering them more carefully, especially the one most closely linked with us.

The Royal Air Forces Association was founded during the first World War. It is the only organisation officially recognised by the Air Force Board to maintain contacts between serving and ex-service personnel and to safeguard the interests of ex-service men and women.

While RAFA has its headquarters in London, there are offices staffed with experienced officials who give advice to 570 local branches. Our own local branch is in Weston-super-Mare, where RAFA members can get help and advice on a whole range of issues; for example pensions, employment, general welfare and even on legal matters.

Obviously, if Service personnel are coming to the end of their careers then links with their local EAFB branch could be of significant benefit.

Annual membership costs as little as £7.25 for the first year and £6.00 per year in subsequent years. Members receive a membership card, badge and regular copies of the Air Mail magazine.

RAF Locking has considerable links with our local branch in Weston and as you may have heard RAFA is opening a convalescent home in the town. Each year, Battle of Britain Commemorations are organised with local RAF branches and we include them in many of our functions. We fully support the annual Wings Appeal both with the local branch and at RAF Locking. Last year's Wings Appeal raised £11,650.

I can assure you that all personnel and their dependants are always made welcome at the Weston branch. We are always looking to improve our links with the RAFA. We have a strong liaison team here with Flt Lt Petticrew, FS Mayhew, Chf Tech Browning, Sgt Fallen and SAC Paynter actively involved with the RAFA. If you are interested in getting involved or becoming a member - after all it is your Association - then please contact us.

FLOWERDOWN

the new convalescent home opening soon in Weston-super-Mare

Flowerdown is the new name being given to a property opening soon at 55 Beach Road in Weston. A home jointly owned by the Royal Air Forces Association and the Royal Air Force Benevolent Fund, it will cater for serving and retired RAF personnel and their families. The renovations will cost over £600 000.

Work started last month to upgrade the accommodation and it is expected to open at the beginning of the summer with 14 bedrooms, plus lounges and social areas.

RAF Locking, which has a long association with Weston-super-Mare, is providing support for the project. The name of Flowerdown was chosen because of its link with the RAF Locking Apprentices Association - the village of Flowerdown, near Winchester, was the original home of the RAF electrical and wireless apprentices.

January was a month of fairly intensive behind-the-scenes activity, our Structural Engineer inspected the roof space and foundations, removed many floor boards and dug several holes in walls around the house. Whilst no problems were discovered, the structural design of one or two aspects of the property had to be revised and, in some cases, slightly updated. The upshot has been that the initial plans submitted led to some more work by the Architect which in turn required an input from the Quantity Surveyor who then had to pass the whole package to Bayford Builders for planning and implementation. The art of negotiation is not restricted to politicians and Eurocrats, but to sit around a table during a pre-contract meeting with architects, engineers, quantity surveyors and builders and listen. Brussels is not in the same league! Thanks to the very co-operative and business-like relationship now established between the all parties, we have agreed the game plan and work has started. During the next few weeks there will be extensive internal demolition followed by quite complicated structural development around the void which is the main feature of the centre of the House.

We have appointed an experienced Clerk of Works who lives locally and will represent RAFA during his almost daily, planned visits on-site, and who will submit regular reports to the Design Team Leader. A Press Release has been sent to all local press, radio and TV offices and during the next few days photographs of the formal Hand-Over of the House to the Contractor will be available. The Project Officer has arranged a video record of the development of Flowerdown House, and is also compiling a photographic account of the work.

The fund-raising effort has now begun, with Area Presidents of the Midlands, South West and South Eastern Areas being invited to write to their Branches to elicit support. Further effort, RAFA-wide, will be undertaken by the Fund-raising Director in due course, and a Leaflet about Flowerdown House is currently being prepared at

Malvern for eventual distribution to the Branches and beyond.

FUTURE PLANS

Work on the personnel aspect is underway, with the preparation of an establishment, associated Job Descriptions and a job advertising campaign among the priorities. Meanwhile, plans for the Formal Opening Ceremony are being developed in conjunction with the many agencies involved, and no doubt we will have a day to remember.



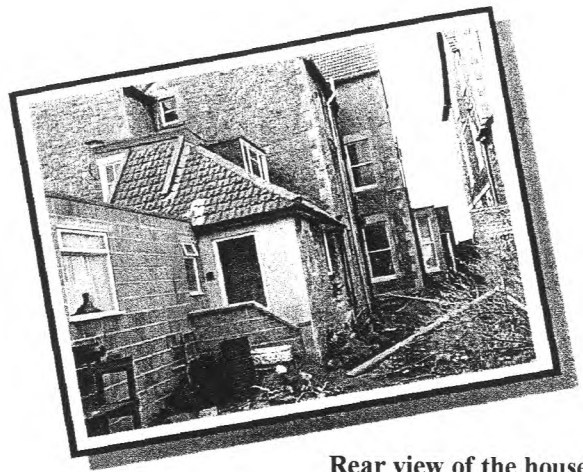
55 Beach Road Weston

The next few weeks at Flowerdown House will bring much activity, but Bayford Builders are committed to completing the project within the 18 week contracted period and hopefully I can tell you in the next Report that work is proceeding on schedule.

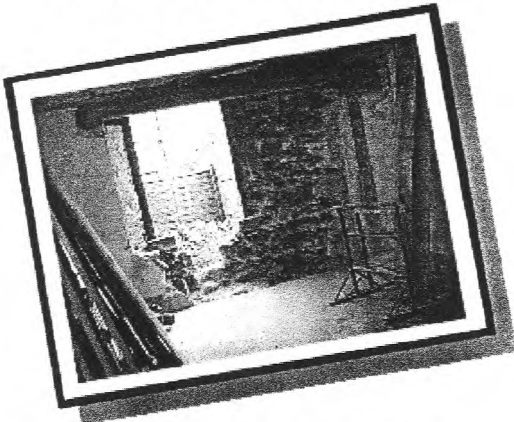
Flowerdown - Work in Progress



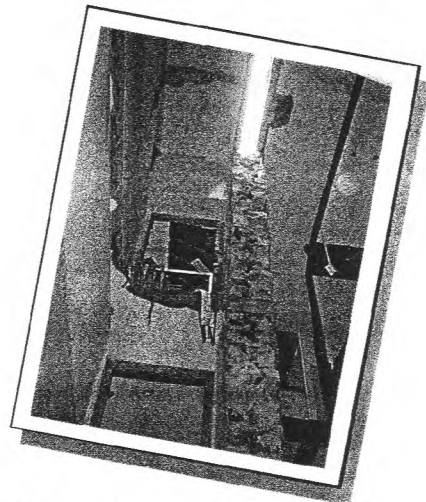
The site of the new conservatory



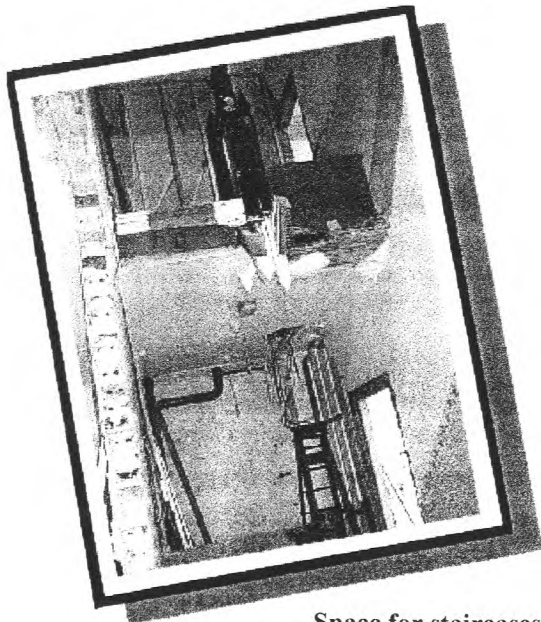
Rear view of the house



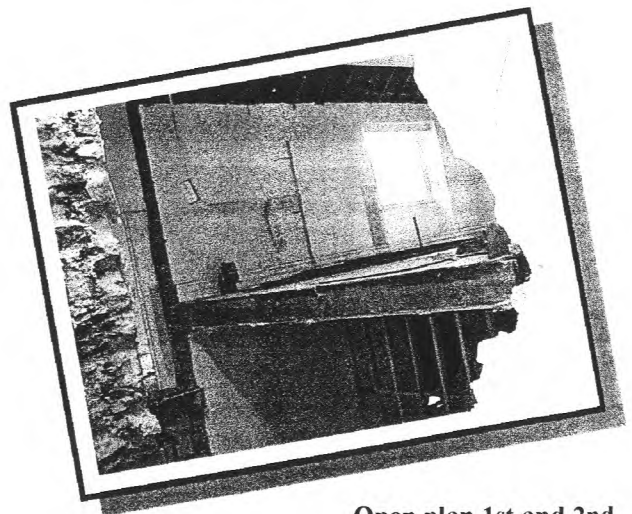
Kitchen area improvements



The central area (minus walls)



Space for staircases



Open plan 1st and 2nd floors



News from 290 Sqn ATC Weston-Super-Mare

Staff Cadet Sgt Adrian Cooper of 290 (Weston-super-Mare) squadron was recently presented with his G1 category glider pilots wings. This allows him to fly fellow cadets around in a Viking Glider on Air Experience Flights. They were presented by Group Captain W S Rooms, Station Commander at RAF Locking on a recent informal visit to the squadron in February.

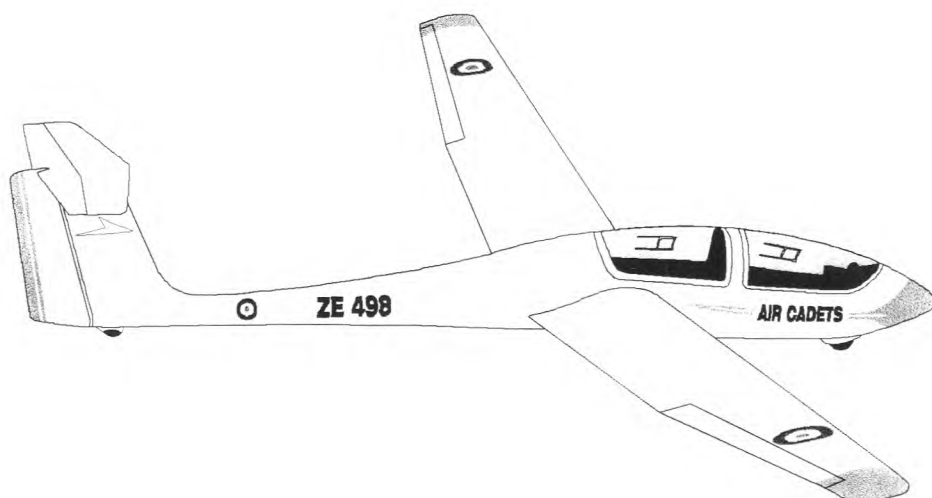


Adrian receives his wings from Group Captain Rooms

Later this year Adrian will hopefully be attending his 'C' category glider instructor course, which will allow him to teach fellow cadets to fly. Adrian has also just been awarded an RAF Flying scholarship enabling him to complete twenty hours flying tuition in April this year. Adrian continues to aim his ambitions high as he hopes to be selected to become a fast jet pilot once he completes his 'A' levels at Weston College. Adrian joined the Air Training Corps with 2072 Sqn, Stamford, Lincs before joining his parents in Cyprus and becoming a member of No.1(Overseas) Sqn at RAF Akrotiri. Whilst in Cyprus Adrian became one of the first cadets to be awarded the Air Cadet Radio Operators certificate thanks to their Radio Instructor Mr Ian Osborne. On returning to the UK he joined 290 Sqn and was lucky to be put on a BGT course at 621 VGS Hullavington. He continues to fly with 621 VGS where he is now a Flight Staff Cadet pilot. Adrian's parents, Bob and Linda Cooper, live at Locking where his father is a technical instructor.



Group Captain Rooms and members of 209 Sqn ATC (Weston-super-Mare)



LIFT AVAILABLE
To Swansea every weekend
Please contact SAC Jones PMF ext 7225



Another great night out was enjoyed in December when the brave few performed their sketches and songs in the 1997 (and last) charity Revue. Despite the cold over 200 Locking personnel came and supported the show. By the generosity of the audience and from the bar profits nearly £300 was raised. As in the previous five years all the proceeds will be given to the MacMillan Cancer Nurse Fund to support their important work in looking after Cancer patients and their families.

The evening began with the strains of the Peter Gunn Theme from the Blues Brothers featuring the three saxes of the House Band. This was followed by an interesting version of Everybody Needs Somebody sung by the Brothers themselves (aka RAFF Cpls Max Tate and Martin Hill) who again acted as comperes for the evening. Three Station Execs (sadly without the CO who was confined to his sick-bed) treated us to 3 retiring Warrant Officers in the style of Monty Python's 3 Yorkshiremen (luxury! we 'ad it tough!). The recently-reformed Eagles in Hawaiian shirts then took to the stage and sang Lyin' Eyes. However, through binoculars they were revealed to be none other than the Dark Horse Strummers from the TMT School.



Those Cool Shades, Hats & Geetars Boys

GD Flight under the direction of the SWO then showed us the proper way to execute synchronised swimming live

on stage without safety nets. Max and Martin kept popping up with increasingly manic sketches as the paramilitary wing of the Duvet Sqn, (Supply to you) amused us with their homespun version of 'Busy Doin' Nothin'.

Chris Canning sang and played some nice guitar on a selection of folky tunes, then following another offering from those Keystone Cops, a beat combo appeared on the side stage called Taylor's Trainers



Chris Canning strumming

Amongst the frenzy of whirling arms and strumming hands I could just make out Flt Lt Jake Scott on drums and Sqn Ldr Pepper on guitar. After this session of rock

& roll it was time for the audience to recover from all the excitement and retire to the bar.

The band struck up again with a funky tune reminding me of the 'Theme from Shaft'. Still regretting that my mother had thrown out my wah-wah pedal, I caught myself going 'wacka-chacka' along with them until the music stopped and Martin appeared as Darth Vader in a sketch where he was trying to buy something from a chemist. Before things got too out of hand Amanda Bain played some fine tenor saxophone on Stella by Starlight with the band.



Supply Sqn - balaclavas in, trousers out.

Phil Prout then stood his ground in the centre of the stage and belted out a hearty 'My Way'. Then, expecting something a bit more sedate, the audience was shaken by the opening bars to 'You Sexy Thang' and four mysterious figures in what appeared to be military uniforms started jiggging about in a rather alarming manner. As the music gradually rose in volume to a crescendo, I noticed that some of the dancer's clothing seemed to be falling off.



Well-dressed PTIs - but not for long!

Surprised by this sudden occurrence, my immediate thought was how much the standard of Service clothing had deteriorated since the old days when uniforms were made to last. Of course, it soon became apparent that the

clothing was in no way faulty and in fact the dancers were merely acting out a scene from a popular film. Unlike me, the rest of the audience knew exactly what was happening and the dancers strategically withdrew from the stage at an opportune moment to thunderous applause and for their own protection they had to be escorted from the building by the RAFP. It was then the turn of the veteran musician Dave (Have you seen my lost chord) Spinks to stun us with his versatility on the guitar in a classic ZZ Top number. Unfortunately, Dave had hoped to grow a long fuzzy beard for the performance but had been unable to get a 'no-shaving' chit from the SWO.



Dave 'The Wild Man of Pop' Spinks

Martin and Max then 'persuaded' some VIPs including OC Support Wing, OC GD and Mrs Diane Stubbs, to take part in their version of 'Shooting Stars'. All the VIPs were subjected to a good deal of hearty banter from the two JNCO comperes (charges pending), but the interlude was thoroughly enjoyed by all. The Flowerdown Stompers (aka the Wives Club Line Dancers) gave us a lively display in the art of Yee Har Two Step before the band launched into a rock & roll finale and all the Artistes took to the stage again for a final bow.

The bar was very ably run on behalf of the Rugby Club by Andy Foulkes and Jim Colville. Bob Browning took care of all the sound on stage whilst everything backstage ran smoothly by the efforts of the Stage Manager Shaun Cook who was ably assisted by Jo Ashcroft. Dick Powell produced the show and did the musical arrangements.



The case for beer M'Lud

Mine's a Pint!

Isn't it nice when scientists prove something you always wanted to hear! Beer is good for you. It's practically a health food. And that's official. Well it's official enough for me at least. I will now try to justify my statement with science.

To begin with, beer has little impact on the body's water balance. Beer is isotonic, a term used in connection with sports drinks. It also has a lower alcohol content than most alcoholic drinks, its high water content making up for its dehydrating effects.

Contrary to popular belief, beer is fat free, so-called "beer bellies" are more often not the result of drinking beer itself but the effect of beers' ability to stimulate appetite. However, to some extent carbon dioxide in the beer counteracts this effect. This same carbon dioxide also stimulates blood flow through the rest of the body, including the brain and muscles.

Beer contains carbohydrates - around 15g per pint. Carbohydrates are the best source of energy for the body with any excess being stored as fat. But when compared with cola and even skimmed milk, beer comes out with fewer calories per pint. Dentally speaking, in comparison with soft drinks, beer is seen in a good light as, unlike these sugary drinks, beer does not promote tooth decay.

As far as protein is concerned, beer has about 2g per pint. Nearly 15% of this protein is in the form of protein's constituent amino acids. These have important roles themselves in the body, including maintaining pH (acidity) and providing energy for muscles. Beers brewed exclusively from malt is highest in these nutrients.

Beer contains vitamins and minerals, including relatively high amounts of most B vitamins and folic acid (taken by pregnant women to reduce risk of foetal abnormality). Conversely, beer is low in other minerals best avoided such as sodium, cadmium, cobalt, lead, mercury, tin, and aluminium (linked to Alzheimers' disease). One reason for this is that the yeast used to ferment beer also acts to 'clean it'. Yeasts are very sensitive to toxic metals, so the conclusion can be drawn 'if yeast thrived on it well enough to produce beer - it is wholesome enough for humans'.

Beer is sterile and antiseptic. Prior to fermentation, the 'wort' (grain extract) is boiled, ensuring the absence of unwanted bugs. And as a result of the copper boiling of hops, compounds are produced which have antibacterial activity. Indeed, as far as bacteriological contamination is concerned, beer travels better than milk or water. The same compounds as produced in the hops copper have recently been linked to the prevention of osteoporosis.

Other healthy effects of beer have recently been emerging. Statistics have shown that those with a modest (one pint a day) intake of beer have a reduced incidence of heart disease over tee-totallers or heavy drinkers. Beer can also increase blood levels of certain high density lipoproteins (HDL). HDLs help strip the arteries of fatty deposits, keeping atherosclerosis at bay.

In conclusion, beer provides protein, vitamins and energy. Beer is sterile and has antibacterial activity. It is fat free and is low in toxic minerals. Beer has also been shown to provide health benefits with respect to teeth, the circulation, osteoporosis, heart disease, atherosclerosis and others.

Not only all this, but it gives the opportunity for having a laugh with some friends.

Scott Ewan.

(Extracted from the Mensa Magazine - so it must be true!)

Name and address of the contributor of this article withheld under threat of ransom for safety reasons



The case against !!



THE GOLF BUNKER

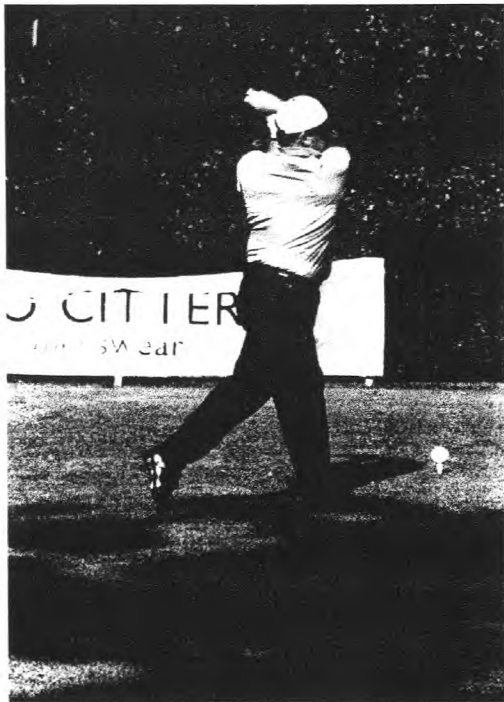
by our man-on-the-19th, **Jeff Stuck-in-the-rough**



PATENT NEWS (From the New Scientist)

If you want to get ahead on the golf course, get a hat. Roy Halle of New South Wales in Australia has found that wearing a hat can improve a golfer's swing (patent number WO97/35493). The trick is to wear a wide-brimmed hat with heavy lead wire around the rim. The added weight keeps the head stationary, which training manuals say improves the swing, and Halle's patent comes with pages of maths to prove it. The bigger the hat, the more dramatic the effect: a stetson is ideal.

Caption Competition



Entries to the Editor @ 1(T)

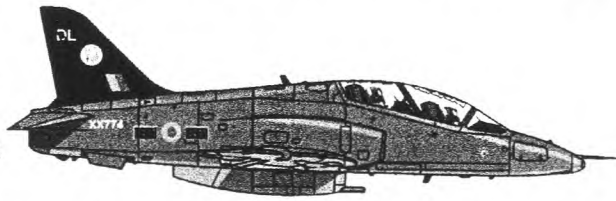
Yup, this ole
hat really
helped mah
swing darlun'

Nah ,yerve
still got two
left feet



JOYRIDING ROUND NORTH WALES...

... AT 500 MPH



by Cpl Richie Vernon

In the last issue of AIRWAVES, I described the Pre-flight procedures required for a backseat ride in a Hawk jet trainer and some information about the aircraft and its escape systems, survival equipment and Drills. In this article I will be describing my flight on the 16 December 1993.

THE MORNING OF THE FLIGHT

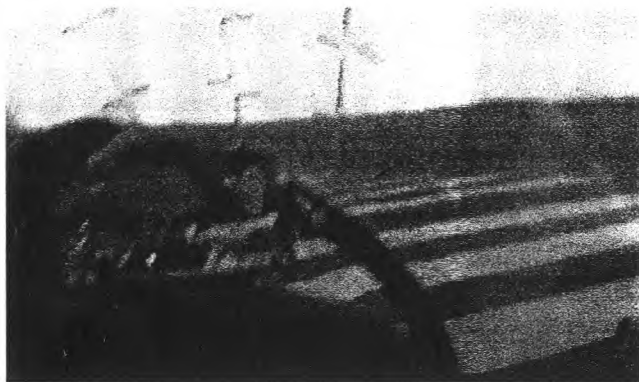
I arrived at 234 squadron's changing room at 7.05 AM and started to change into the flying kit issued to me the day before. As I changed, the pilot of my flight arrived and we exchanged pleasantries. Flt Lt Dave Scott was an instructor on 234 squadron and before his posting to Valley a former Tornado GR.1 pilot with 9 Squadron based at RAF Bruggen in Germany. After we had both changed, we walked to the operations office where Flt Lt Scott filed the flight plan. As he did this he told my about the Sortie we were about to fly. The real purpose of this flight was to check the weather conditions around the areas that 234 squadron were due to fly in that morning, especially the route of a navigation exercise to a small lake that a couple of student pilots were due to fly, shortly after we were due to land. One of the student pilots on the squadron then escorted me to the aircraft, while Flt Lt Scott went to 234 Squadron's Engineering Control office to sign for the aircraft on its form 700. (A form 700 is the aircraft's engineering log book, which contains information on the aircraft's flying hours, servicing history, limitations to be observed during flight and defects, etc.). It's now 7.40 in the morning and I'm walking across the Aircraft Servicing Pan with my escort towards the waiting aircraft. Upon reaching the aircraft, the student pilot ensured that the rear cockpit's controls were set up as if the aircraft was being flown solo. (The rear cockpit control switches for the Hawk override the front cockpit controls, so the instructor who is normally seated in the rear cockpit, can override the student in the front). I then climbed into the aircraft's rear cockpit and strapped myself into the ejection seat with the help of a corporal airframe technician. While this was happening, Flt Lt Scott carried out a walk round check of the aircraft and then climbed into the front cockpit. After Flt Lt Scott had strapped himself in, he started the aircraft's engine and carried out the pre-taxi checks. With the access steps removed and the canopy lowered, Flt Lt Scott told me via the intercom, to remove the safety pins from

the ejection seat and the MDC (an explosive cord that shatters the canopy) manual firing handle and stow them. At this point he released the aircraft's brakes and signalled for the chocks to be removed from the wheels. After pushing the throttle forward, the aircraft started to move and we taxied out to the eastern end of the airfield.

TAXIING OUT AND THE TAKEOFF

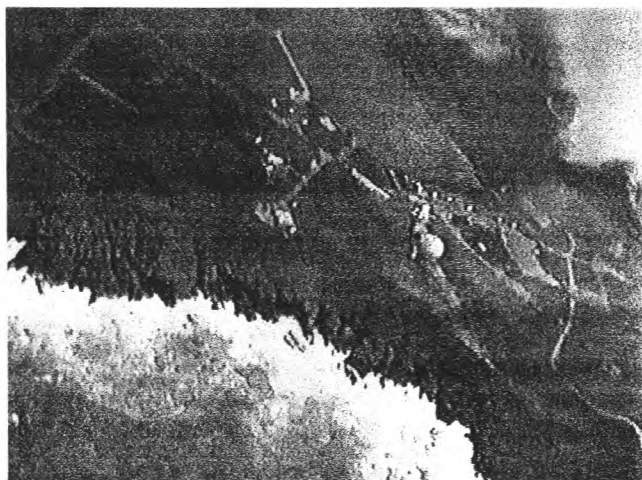
After 3 minutes the aircraft reached the end of runway 32 (airfield runways are designated by direction that you are taking off from, the number 32 means 320 degrees from north that is approximately to the north west). After getting clearance from air traffic control, we turned onto the runway and came to a halt. Flt Lt Scott then ran the engine up to full power and carried out the pre take off checks. About 10 seconds later he released the brakes and with a slight jolt the aircraft started to roll. Before we had run a third of the length of the runway, the aircraft was at a speed of 100 knots. At this point, Flt Lt Scott started to pull back on the control column, (the correct term for the joy stick) to raise the nose of the aircraft (a manoeuvre known as the rotation). At 120 knots the aircraft became airborne and started to climb into the morning sky. (Aircraft speeds below the speed of sound are measured in nautical miles an hour, known as knots. 1 knot equals 1.215 mph). The landing gear and flaps were then retracted almost immediately after the aircraft had left the ground to avoid exceeding their limiting speed of 200 knots. (the flaps are surfaces on the rear inboard edge of the wings that are used to give the wings more lift at low airspeeds.) The aircraft rocked gently from side to side as Flt Lt Scott corrected for the gusting wind. As the aircraft passed over the end of the runway, We were at a speed of over 200 knots (230 mph) and at a height of 300 feet (the runway that we took off on was 6000 feet long). Flt Lt Scott moved the control column to the left and the aircraft entered a climbing left hand turn with a 45 degree bank angle. (An aircraft like the Hawk turns by raising a surface on one wing and lowering a surface on the other. These surfaces are called ailerons and when moved cause the wing with the raised aileron to produce less lift and the wing with the lowered aileron to produce more lift causing the aircraft to roll. When the aircraft reaches the desired angle of roll, which is known as the angle of bank. the ailerons are centred and the aircraft's rate of turn is controlled by the up and down movement of the tailplane. The rudder on the tail fin of a jet aircraft is only used to keep the aircraft's nose pointing into the turn

and not to actually steer the aircraft. At the end of the turn, opposition aileron is applied to roll the aircraft wings level.)



Taxiing onto runway 32 at RAF Valley

In the turn I could feel a slight pressure around my legs and abdomen as the g-suit inflated, but as this turn was at a modest rate, the pressure was not uncomfortable. As the aircraft rolled out of the turn 12 seconds later, we were at 900 feet altitude, 320 knots airspeed, heading on a bearing of 140 degrees (south east) and still climbing. Passing through 1000 feet, Flt Lt Scott throttled back the engine and as we passed the coastal village of Rhosneigr, (not more than a couple of hundred yards from the start of our take off run and about a half a mile to our north) the aircraft reached the cloud base at 1900 feet. Flt Lt Scott then rolled the aircraft to the left away from the clouds and informed Valley's Air Traffic Control of the cloud base's altitude.



144 Signals Unit at Ty-Croes on the south coast of Anglesey (the radar is now located at RAF Locking)

Rolling wings level on a heading towards the village of Aberffraw, we headed towards the south coast of Anglesey. Just off the coast, another roll to the left gave me a good overhead view of my normal place of work, the air defence radar site of 144 signals unit at Ty-Croes.

Just after passing Ty-Croes, we banked right to avoid crossing the coast and started to descend on a southerly heading over Caernarfon bay.

DOWN IN THE WEEDS

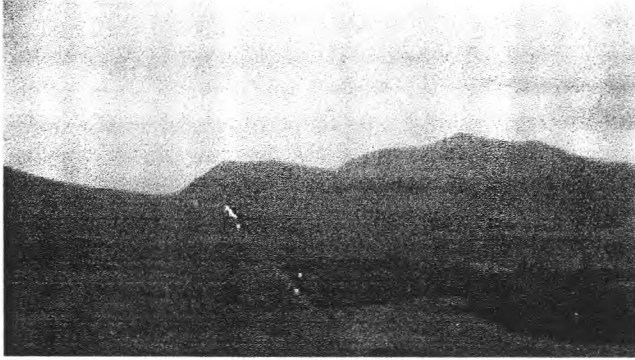
Levelling off at an altitude of 250 feet and a speed of 450 knots, we headed towards the southern half of the Lleyn peninsular. The sea below us was quite rough with plenty of white caps to the waves, but the ride was surprisingly smooth. Just before reaching the coast of the mainland, we turned east to avoid the town of Nefyn and crossed the coast about 5 miles to the north of the holiday resort of Pwllheli. Flying parallel to the north coastline of Cardigan bay at 400 feet, we just clipped the northern edge of Porthmadog still tracking eastwards. *(Normally these sorties are flown at an altitude of about 250 feet, but due to the fact that dawn had just broken, there tends to be more birds flying around at this altitude and as I mentioned in the first part of this article, an aircraft usually comes off badly when it hits it's feathered equivalents in flight.)*



Approaching the Lleyn peninsula

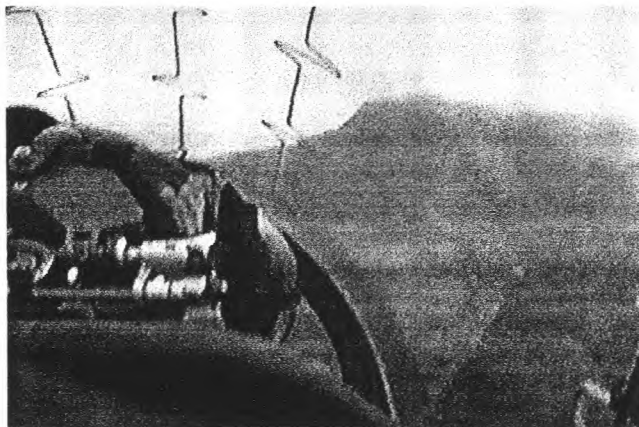
Since crossing the coast the ride in the aircraft had become a bit more bumpy, with the aircraft suffering a modest vertical jolt about every two to four seconds due to air turbulence off the mountains on the Lleyn peninsula behind us. Passing between the town of Ffestiniog and the nuclear power station at Trawsfynydd, we continued east until we reached the western edge of Llyn (lake) Celyn in western edge of the Cambrian mountains. On crossing the western edge of the lake, Flt Lt Scott banked the aircraft to the right and turned the aircraft on to a southerly heading towards Bala lake. Reaching the northern edge of Bala lake 30 seconds later, we made another bank to the right and ended up on a south westerly heading, flying down the Afon (River) Yffon valley just to the south of the A494 road. While on this heading, the ride started to get a bit more bumpy. Turning slightly to the left to avoid the town of Dolgellau and now following the A487, we headed for the eastern

side of Cader Idris, a 2928 foot high mountain. The top half of the mountain was above the cloud base and as we approached from the north east, Flt Lt Scott put the aircraft into a 60 degree 4.5 G (*4.5G = four and a half times the force of the earth's gravity*) right hand turn to take us around the south side of the mountain. As the G forces suddenly increased, the lower part of my body felt like it was being squeezed in a vice as the G-suit inflated with considerable pressure.



Crossing the Lleyn peninsula. The mountain on the right is Snowdon

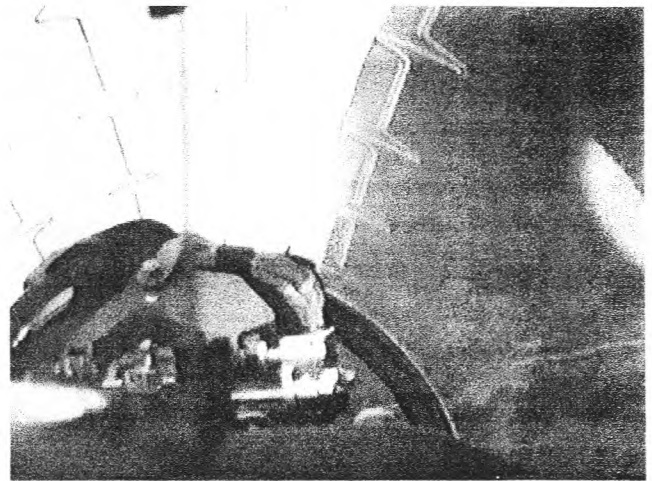
Also my weight during this manoeuvre suddenly became about 800 pounds. (Most of the turns that we had carried out to this point had been less than 2G.) Rounding the mountain not more than 200 feet from its side, we hit very heavy turbulence that caused the aircraft to buffet severely, (four or five heavy jolts per second.) Seven seconds after entering the turn the aircraft banked sharply to the left and we turned southwards into the Afon Dulas valley.



Bumpy ride ahead: The approach to Cader Idris

Still following the A487 Road, Flt Lt Scott flew the aircraft in a series of left and right turns at an altitude of around 200 Feet over the valley floor. Turning Southwest over the village of Machynlleth, We flew parallel to the river Dovey valley (about half way between Barmouth and Aberystwyth). Just short of the river's

estuary, we turned south and now flying about two miles inland of the Cardigan bay coast, headed towards Aberystwyth. Descending as the land dropped toward sea level, the hills, moorland, lakes and woodland that we had been flying over since passing Porthmadog turned into rolling farm land. Still following the A487, We reached Aberystwyth and turned onto an eastern heading towards back towards the Cambrian mountains. Passing the mountain of Plynlimon to our north, Flt Lt Scott banked the aircraft towards the target of this sortie. Climbing as the land started to increase in altitude the farmland turned back into moorland, with scattered rocky crags and woodland. Passing a small lake called Glaslyn (*This was the target of the navigation exercise*), Flt Lt Scott flew a 270 degree turn to the left and started a climb towards the cloud base.



Low level in the Afon Dulas valley

ABOVE THE CLOUDS

Still climbing, we started a left hand turn towards a hole in the clouds. As we did this manoeuvre, Flt Lt Scott told me that we were not allowed to climb through cloud unless we were under radar control from the local Air Traffic Control. This is due to the fact that the Hawk has no radar and that We were in the vicinity of an airway. (*The airspace we flew in on this sortie was boxed in by two airways and the Aberporth missile range over Cardigon bay.*) Passing through the gap in the clouds, we leveled off at 17,000 feet with the aircraft inverted. Flt Lt Scott rolled the aircraft upright and steered the aircraft onto a north westerly heading back towards Anglesey. The cloud below consisted mainly of close bands of fluffy cumulus towards the west, with heavy cumulonimbus (*Thunder clouds*) to the East. The sun was just rising over the clouds to the east and was bathing the cloud tops and the aircraft with an orange glow. The sky to was a light blue above us fading into a purple/pink haze on the horizon at the cloud tops to the front and sides of us. (*This is caused by the type of temperature inversion layer*

that you would normally see on a cold clear winter's morning.) After contacting Valley's air traffic control and passing on information about the weather in the area, Flt Lt Scott asked if I would like to fly the aircraft. I placed my feet on the rudder pedals and took hold of the control column with my right hand. Telling Flt Lt Scott that I had control of the aircraft, I told him that I would like to try some rolling manoeuvres. In the early years of my Air Force career, I had been heavily into gliding, therefore I knew what effects moving the controls would have on the aircraft.



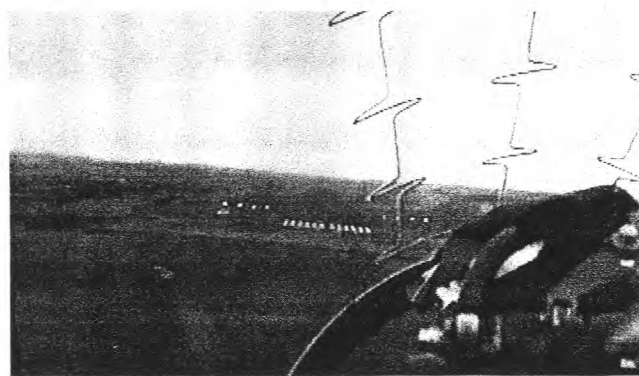
Above the clouds, looking north

Moving the stick fully to the left, the aircraft rolled rapidly to the left at over 90 degrees per second. As the aircraft approached the upright position, I moved the stick to the right to counteract the roll and then centred the stick with the aircraft wings level. After another couple of snap rolls (one to the right and another to the left), Flt Lt Scott asked me to steer the aircraft on a new heading slightly to our right and to start our descent towards Anglesey. After banking the aircraft onto the new heading, I pushed the stick forward to lower the nose and had Flt Lt Scott tell me to "Watch the G!!!". This was due to the fact that I had nearly exceeded the aircraft negative "G" limit, while carrying out this pushover manoeuvre. (An instrument called a G-meter is used to display the amount of 'G' force pulled during a flight. As well as displaying the amount of G force being pulled at any one time, it's also displays the maximum amount of both positive (climbing or normal banking manoeuvres) and negative (normally diving) 'G' measured during the flight, plus the aircraft's current 'G' limits. Exceeding an aircraft's 'G' limit is a very good way to make yourself very unpopular with a lot of people on an aircraft squadron, as the aircraft has to be checked for stress damage before it can fly again.) After flying the jet for about five minutes, I handed control back to the pilot as we approached the cloud tops.

CIRCUIT PATTERNS

Over the south easterly coast of Anglesey, Flt Lt Scott put the aircraft into a diving right turn through a gap in

the cloud cover. Rolling level over the village of Newburgh, we flew on a course towards the town of Llangefni. To the right I could see the Menai strait (*The strip of water that separates Anglesey from the rest of North Wales*) all the way to the city of Bangor. Also I could see the two bridges that connect Anglesey to the mainland (*Two of the best known manmade landmarks in North Wales*). Flt Lt Scott contacted Valley's air traffic control and asked for clearance to make a circuit and a missed approach at RAF Valley's relief landing airfield at RAF Mona, which is just to the west of Llangefni. We received permission, plus the airfield's ground level air pressure setting. (*This information is required so that the aircraft's altimeter's can be set to give an accurate height reading.*) Passing the eastern side of Llangefni, we flew a sweeping left hand descending turn around the north of the town. Levelling off at an altitude of 600 feet, Flt Lt Scott then rolled the wings level on a heading towards RAF Mona. Flying parallel to Mona's single runway until we reached its southern end, Flt Lt Scott then put the aircraft into a left hand turn to enter Mona's circuit pattern. (*The basic RAF fast jet circuit pattern is an oval-ended race-track flight path to one side of a runway. It starts with the aircraft flying parallel with the runway and into the wind. This is followed by a 180 degree turn onto the straight downwind leg then followed by a descending 180 degree turn onto the final approach to the runway.*) On the downwind leg of the circuit pattern Flt Lt Scott throttled back the engine and deployed the rear mounted airbrake to slow the aircraft. (*The airbrake is a hydraulically operated panel on the underside of the Hawk, that when lowered into the airflow, creates more air drag on the aircraft and thus slowing it.*)



On finals: The view of Mona airfield, just before flying a missed approach.

As the aircraft decelerated below 200 knots, Flt Lt Scott lowered the flaps to their landing settings and lowered the landing gear. After completing the turn on to the final approach, we descended towards the runway and as we passed the white bar markings on the Northern end of the runway at an altitude of about 30 feet, Flt Lt Scott pushed forward the throttle. As the Engine ran up to full

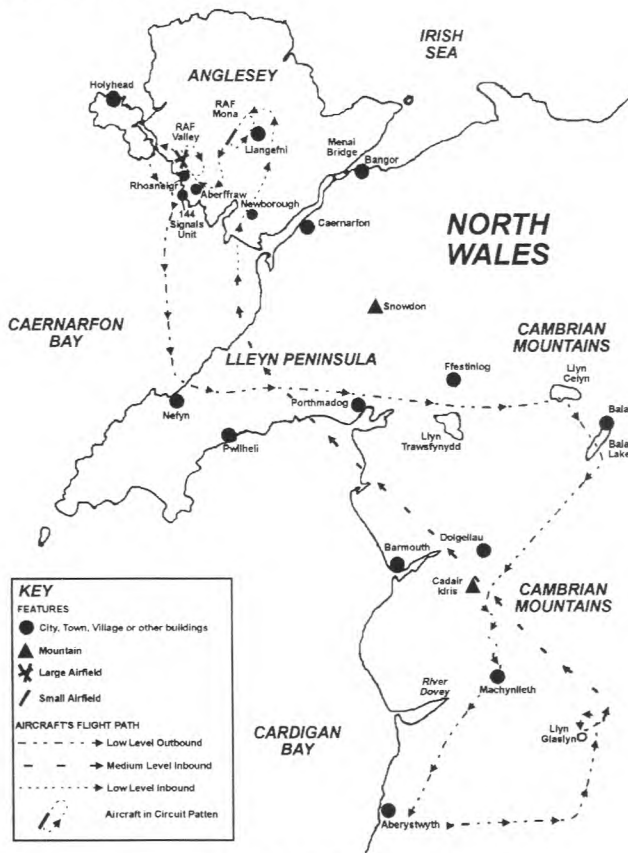
power, We started to climb and as the aircraft accelerated, Flt Lt Scott raised the landing gear and the flaps. Climbing out of Mona and over the A5 road, Flt Lt Scott carried out a left turn back towards the south eastern coast of Anglesey. He then carried out a wide sweeping right hand turn towards RAF Valley, levelling off at an altitude of 600 feet. Flt Lt Scott then contacted Valley's air traffic control again and received the clearance to land and the airfield's air pressure setting as we passed to the north of Aberffraw and the signals unit at Ty-Croes. Still flying at an altitude of 600 feet, we flew over RAF Valley's runway 32 and entered the circuit pattern with a right hand turn as we reached the centre of the airfield. In the turn we over flew the Air Traffic Control tower and the Chester to Holyhead railway (*Which cuts RAF Valley in half*). On the downwind leg Flt Lt Scott carried out the same actions as he did when we carried out the missed approach at Mona..

of the access platform that had been placed on the side of the aircraft. As I walked with Flt Lt Scott across the aircraft servicing pan, A refuelling tanker pulled up to refuel the aircraft and the lineys (*RAF slang for aircraft technicians and mechanics*) started to prepare it for its next flight.



An overhead view of RAF Valley's technical site on entering Valley's circuit pattern

Heading towards the 234 Squadron engineering control office, we met the two student pilots who where about to fly the same route that we had just flown. We stopped so that Flt Lt Scott could give them a quick brief about the weather conditions. After that, we continued to the Engineering Control office, where Flt Lt Scott signed off the aircraft's form 700. Then it was on to the changing room and after changing I thanked Flt Lt Scott for the ride and promised him a beer (which I ended up buying him that night, as he was at 144 signals unit Christmas party due to the fact that his wife was one of the fighter controllers at Ty-Croes). I really enjoyed the 30 minute flight, as did all of the other personnel on the unit who had taken up the opportunity, and I would recommend a ride in a fast jet to anybody if they got the chance.



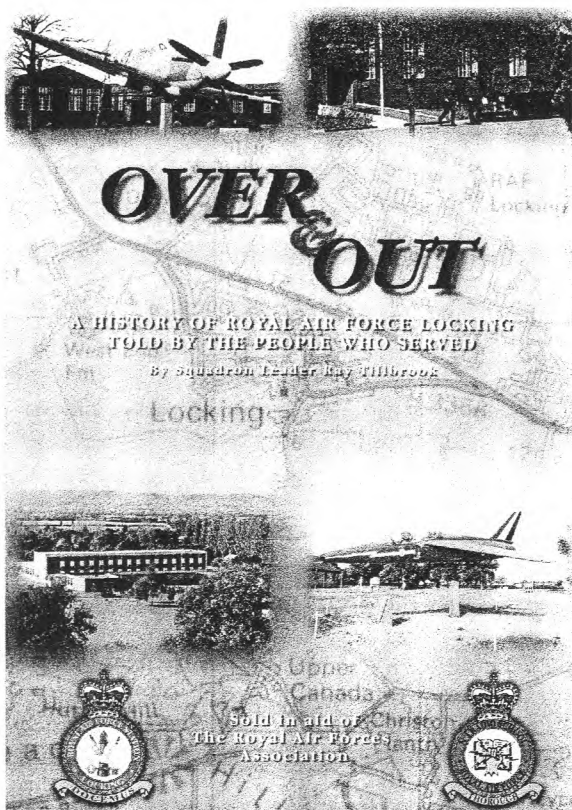
THE ROUTE FLOWN

Completing the final turn to the north of Rhosneigr we touched down on runway 32 about 100 yards past the runway's zebra bars markings. By the time we had reached the middle of the runway's length, we were travelling slowly enough to turn off the runway. As the aircraft taxied back to 234 Squadron's aircraft servicing pan, I was told to refit the seat and MDC safety pins. As the aircraft came to a halt on the pan, Flt Lt Scott opened the canopy and shut down the engine. After releasing myself from the ejection seat, I climbed out of the aircraft by way



A pilot's (not) eye view at 17,000 feet and 450 knots

“OVER & OUT”

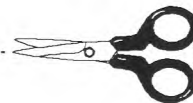


- a history of RAF Locking
(As told by the people who were there)

For 60 years RAF Locking will have hosted No1 Radio School and been home to thousands of people, both Service and civilian, through times of war and peace. A book, telling the history of the Station as seen through the eyes of its ‘inmates’, is being published to commemorate its imminent closure. This is no dull list of statistics but a graphic illustration of fact. It is packed with personal recollections detailing the many hilarious stories about the life and times of the many people associated with Locking. Neither is it a profit-making venture. ALL proceeds from the sale of this book will be donated to the Royal Air Forces Association and can be used to support its new convalescent home in Weston-super-Mare. Purchasing a copy will not only give you an amusing reminder of the Station and its characters, but it will assist in providing a valuable and lasting means of support to former Servicemen and Servicewomen who are now in need of your help.

So, come on, indulge yourself with a trip down memory lane and support RAFA at the same time. After all, who knows when YOU might need their support.

Help us to help others by completing the order slip below and returning it now. You will then be sent your copy of *Over and Out* “A trip down memory lane”. Please allow 28 days for delivery. For further information please contact the SWO at RAF Locking, Tel: 01934 822131 ext 7203.



To Warrant Officer I M Norris, Station Warrant Officer, RAF Locking,
Weston-Super-Mare, North Somerset, BS24 7AA

Please send me copy/ copies of *Over and Out*, at a cost of £12.95 per copy, + £1.95 for postage & package (total £14.90 per copy). Please make cheques payable to “**Service Funds RAF Locking**”

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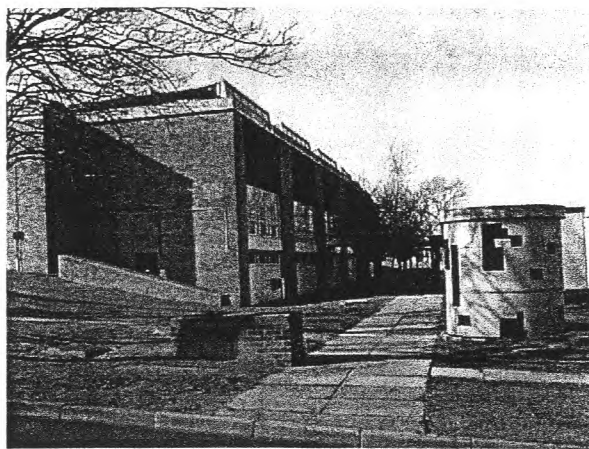
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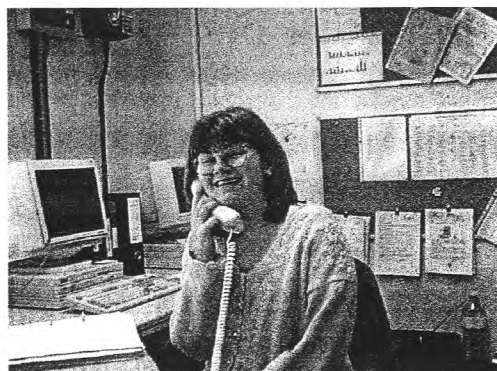
Corrinne explains all to Bernard Nicholson

We have seen changes since moving from Flowerdown Centre last year. These include a change of line management (we now come under the command of Training Wing directly under the Network Manager - please watch out for information on NEW TITLES through E-mail). Links have been re-established with Defence IT Management Training at Shrivenham - which saw the installation of MS Office 97 including Windows NT 4.0 and MS Project - and DMT loan library service in an attempt to obtain civilian training packages for continuing professional development. Please keep an eye out for our posters advertising NEW TITLES. At the moment we have copies of "An Introduction to Assertiveness" and "Finance for Non-Financial Managers" for those who wish to gain knowledge for qualifications or personal use in the workplace!

For those of you who will be moving to Cosford - you may be pleased to learn the ILC will be re-located there so you can carry on your training when you get there!

The Centre opens daily from 9am - 4pm and is now also open in the evenings from 6pm onwards Mondays - Wednesdays only.

Contact Corrinne Skellon on Ext 7273 for further details on courses to suit your needs. Or, if you prefer pop along to 5(T) - we're a friendly team based in a pleasant and modern environment.



Ring Corrinne now to book your course at 5(T)

DON'T MISS OUT ON THIS OPPORTUNITY - you may find you will benefit from it in Civilian life!

Interactive Learning Centre

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WordPerfect 6 (Wins)	KH20		
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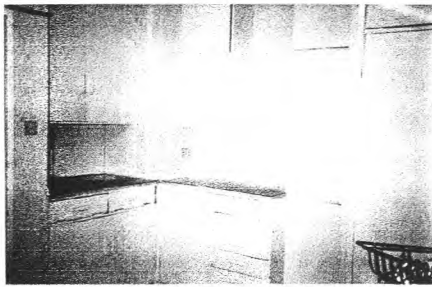
Married Quarters Refurbishment 97/98

A major married quarters refurbishment programme is drawing to a close at Locking. Around nintey quarters have had new kitchens fitted and a lesser number have had new bathrooms. The programme was ordered by the Defence Housing Executive (DHE) with Marsh Ltd as the site contractors.

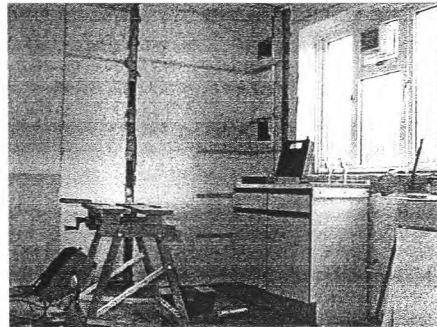
The kitchen contract involved the total removal of everything down to the breeze-block walls. There followed the subsequent wall rebuilding, plastering, electrical work, plumbing and eventually the installation of new kitchen units followed by redecoration. The bathroom was stripped of all fixtures and the tiles were hammer-chiseled from the walls. A new bath and shower was fitted and the room retiled.

There is no doubt that many saw the refurbishment programme as a major inconvenience, especially as the work was carried out whilst they were still living in their homes. It was possible to take a shower or a bath in a spare married quarter, but for three weeks we were unable to cook in our kitchen which meant casual mess meals and takeaways. Despite the upheaval, I found that the tradesmen carried out the work professionally and the disruption although considerable, was kept to a minimum.

Were you happy with all aspects of your quarter refurbishment programme or was it a nightmare? Please write to the editor if you want to comment.



The days of the old kitchen units are numbered



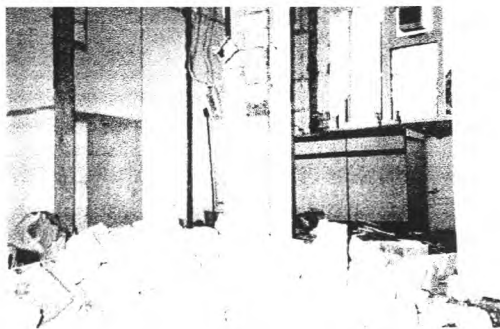
Only the sink remains standing!



The removal of the boiler opens up a new view of the greenhouse



The dining room units - before



The dining room - after the missile strike !

Mr Tony Beckett takes over at Communication Systems Department in 1(T)



Tony has recently arrived from Cosford to take over the reins from Mr Bob Oram at CSD. Tony comes from St Andrews in Scotland and before joining the RAF in 1970 he worked for Haigs whisky distillery in Markinch. He started his 25-year RAF career as an L Mech GR and had tours in the UK and Gibraltar and RAF Sek Kong. He was a technical instructor in 2(T) where he taught radar specialist techniques and the Watchman radar. He left the RAF in 1995 and worked at Locking as a civilian IO before taking up a post at Cosford as a Squadron Planner. Tony moved his family up to Telford in 1996 in anticipation of the closure of RAF Locking. He is a keen photographer and enjoys cultivating Bonsai trees. He is also a qualified athletics track and field judge.



What is the RAF Benevolent Fund all about?

by Air Commodore C H Reineck cartoons by Bill Tidy

The Royal Air Force Benevolent Fund exists to provide assistance to those of the extended Royal Air Force Family who need support as a consequence of sickness, disability, accident, infirmity, poverty or other adversity. This extended family embraces all ranks, male and female, who are serving or have served in the Royal Air Force or its associated air forces, their spouses, their children and their other dependants.

So - what have the following got in common?

- A SNCO whose wheelchair-bound wife suffered from a serious wasting disease. He was keen to stay in the Service and, at the same time, look after his family properly. A house in the vicinity, suitably adapted to his wife's needs was essential; but they could not afford it.
- A JNCO and his wife with three young children, two of whom needed similar surgery in a far-off specialist hospital. The parents desperately wanted to be with their children while they were in hospital, but other expenses dictated that they could not afford it.
- An RAF family lovingly cared for their adult daughter who had suffered from learning and other disorders since birth. Caring was an expensive as well as dedicated task. Sadly, no insurance company would offer life cover so, when the daughter died, the family were faced with funeral expenses which they could not afford.

What they have in common, along with dozens of other servicemen and women who find that through no fault of their own they need assistance, is that they approached the RAF Benevolent Fund for help and of course, received it. In fact, during 1996, the Fund spent around £1.5 million on those still in the Service, something you might not be aware of unless a tragedy, similar to those mentioned earlier, occurred on your Station.

There are a number of misconceptions about the work of the Fund and, in the next two issues, I intend to cover briefly what the Fund is about, how it can help those in need and how, with your help and that of others, we attract the income to enable us to do our work. I am, of course, grateful to your editor for allowing me to tell you about YOUR FUND, and I hope you will take the time to read these articles which I promise to keep short and informative. After all, which of us knows what the future holds for us and our families?



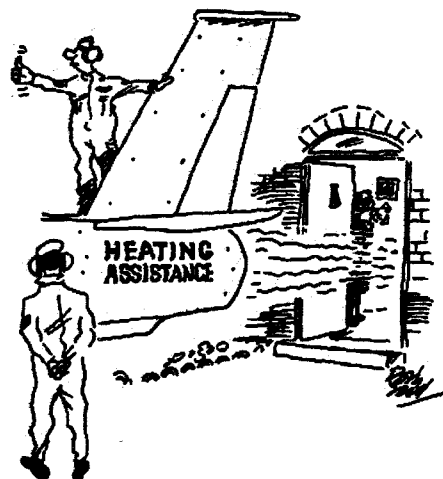
From Small Beginnings To Major Charity

I have outlined very broadly how the RAF Benevolent Fund is working daily on behalf of those of you who are serving. I should like now briefly to explain how the Fund came into being and how its work has expanded over the last 80 years. Lord Trenchard, known to most as 'The Father of the Royal Air Force', founded the Fund at the end of the first World War when he realized that

a number of those who had served in the RAF would need support. Many were badly injured, or had no homes, and finding a job was difficult; of course, there was no welfare state to provide even the most basic of care. In that first year, £919.00 was spent by the Fund on welfare; one shilling per night for bed and breakfast was an average award for those seeking work and tradesmen were bought a pair of boots, or a set of tools to enable them to get restarted in life. Hard times indeed.

In 1997, the Fund's welfare spend was around; £14 million. Over 20,000 members of our 'EXTENDED ROYAL AIR FORCE FAMILY' benefited from this sum and assistance ranged from a grant for warm clothing or subsistence to help in providing housing for families of those who have died or suffered disablement while serving in the RAF. Indeed, over £1.5 million was spent on those still serving and this figure rises to over £3 million if you include help to those who recently left the Service. The Fund's welfare work can be split into four general headings, namely:

Housing. We bought over 20 housing trust properties for use by Service personnel last year. Housing also embraces modifications such as chair-lifts and level-access showers for our disabled beneficiaries.



Convalescent and nursing care in our homes in Aberdeenshire, Sussex or Northumberland (the latter we share 50/50 with the RAFA).

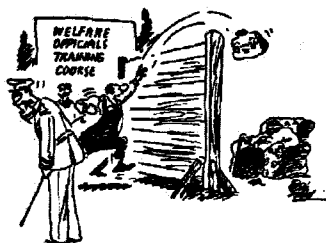
Help with education costs where appropriate, and General welfare such as grants for electric wheelchairs, financial assistance to Service parents with handicapped children or help to the elderly with their fuel costs.

So you will realise from what I have written above that the scale of the Fund's work has increased many-fold since its humble beginnings in 1919.

How Can I Apply For Help?

I have already covered very briefly the origin and history of the RAF Benevolent Fund and gave examples of the work we do for those who are still serving. But how do those who feel they need help go about applying for it? Well, there are two methods, depending on whether or not you are serving or ex-Service. You will, of course, be mostly interested in the position of the man or woman still wearing uniform. The method is quite simple and, I am sure, familiar to all of you. That is, to discuss your situation in the first instance with your flight commander. Then, possibly after a chat with the personnel staff, you jointly decide that the Fund may be able to help, there is (inevitably) a form to fill in; this form will include the Station Commander's comment and recommendation before it arrives here at the Fund.

The circumstances will be considered in detail by our independent Main Grants committee who will decide on the nature and amount of any award to be given. Let me emphasize here that all cases are treated by the Fund in total confidence, as none of us wishes for our private problems to be aired in public. For your interest, if you have left the Service and need help, we shall send a trained welfare official from RAFA, SSAFA Forces' Help or Royal British Legion to discuss your request before sending the details to us. Again, the case will be considered by an independent Grants Committee which will decide what is to be done next. This may sound a bit bureaucratic, but the independent committee system makes for total lack of bias and what they recommend is what we pay out each year. In other words, there is no ceiling on the amount we spend on welfare; we merely respond to the need and it is then our job to ensure that we continue to generate the income to meet that need.



Our youngest beneficiary was born in 1997; the same year as our oldest celebrated her 106th birthday!!! I mention this to remind you all that our support lasts until death (and very occasionally beyond), so our commitment can be long term and thus very expensive.

In the next edition of Airwaves I shall explain how we attempt to raise the £15 million or so every year to enable us to carry out this work, how the fund is organized and what our plans are for the future.

The next Airwaves will be published in June. The deadline for articles is 15 MAY

LOCKING HIVE ACTIVITIES

Friday 27 March 1200

Charity lunch in aid of the British Heart Foundation. Foods from around the world.

Wednesday 8 April 1500

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