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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.

# THE LOCKING REVIEW



## ROYAL AIR FORCE LOCKING SOMERSET

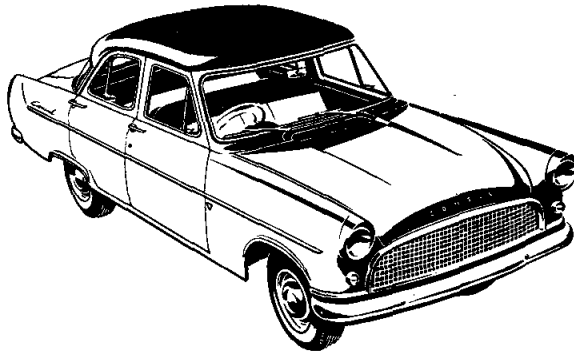
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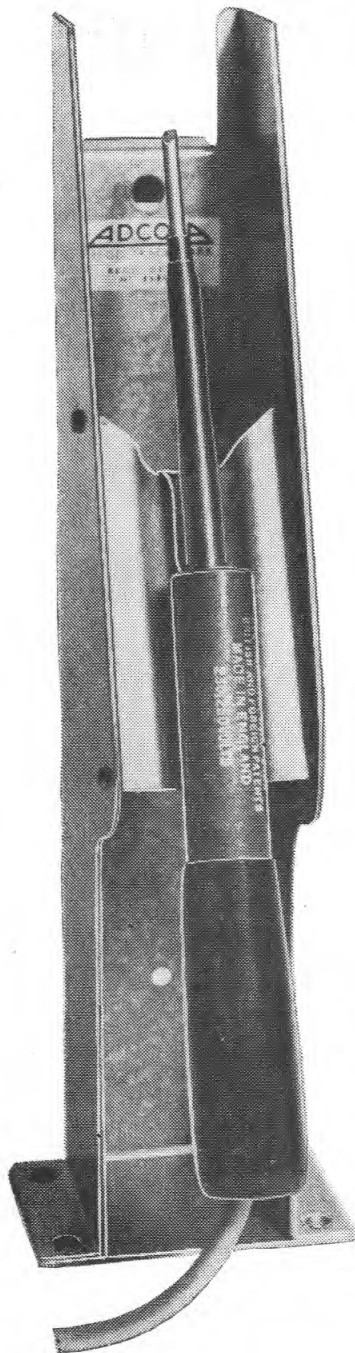
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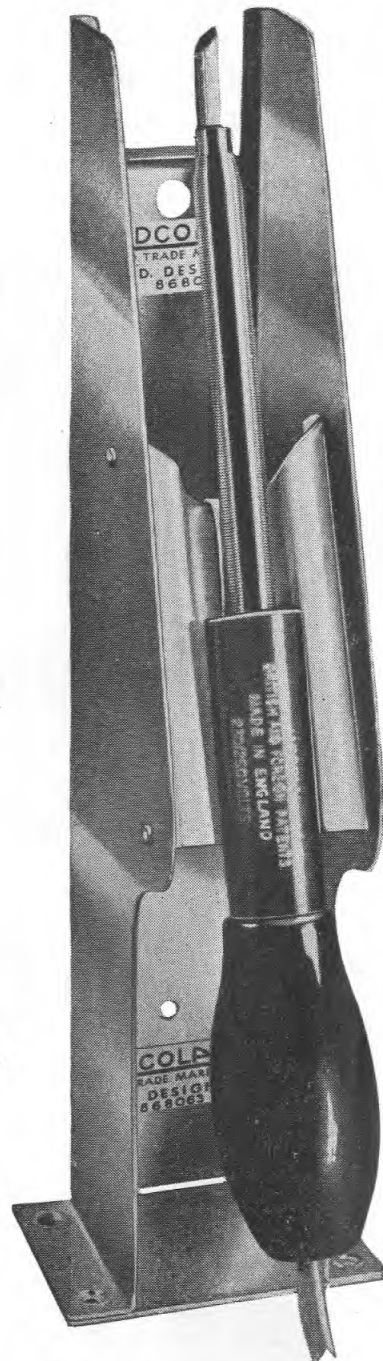
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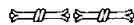
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# No. 1 RADIO SCHOOL, LOCKING

Vol. 1.

No. 4

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Correspondence, contributions and Orders should be addressed to :-

The Editor,  
*The Locking Review.*  
Royal Air Force,  
Locking, Somerset.



Air Commodore C. M. Stewart, C.B.E.

Air Officer Commanding No. 27 Group

## FOREWORD BY

Air Commodore C. M. Stewart, C.B.E.,

Air Officer Commanding No. 27 Group.

IN little more than the life time of even the youngest apprentice at Locking, events have taken place which have changed the ways of the world as never before in so short a time. Behind all these events, and running through them, is the tremendous development in the application of electronics to all sorts of problems, both civil and military. As befitted a modern Service, the Royal Air Force quickly grasped the possibilities of the new techniques and took the lead in applying them, with great success, to air warfare. This process is continuous and, because signals in the widest sense is inseparable from operations, it follows that the work of radio tradesmen has acquired an importance which is well nigh unique, and the personal responsibility of each man is very great.

Since the last issue of the "Locking Review," it has been decided that we are to lose the valuable help of the National Service airman, and the many and wide-spread British military commitments in the air will have to be met by a smaller regular force. This, too, has great implications for you who have made radio your career. Efficient electronics make it possible to do more with fewer men and less material, but at the same time the possible results of a single failure became grave indeed.

I have reminded you of these matters because No. 1 Radio School as a whole, and you as individuals - staff and students alike - have a special part to play in making sure that the the Royal Air Force can answer the challenge of the day. I do not doubt that you will match with your efforts and growing skill the greatness of the opportunity, and fully justify the reliance which is being placed upon you.

I am grateful for the opportunity to send you this message. Your Station magazine is now firmly re-established as the recorder and mouthpiece of a fine unit and I wish it, and you, the best of Good Fortune.





Group Captain D. N. K. Blair-Oliphant, O.B.E., B.A.

## Group Captain D. N. K. Blair-Oliphant, O.B.E., B.A.

---

GROUP Captain D. N. K. Blair-Oliphant assumed command of R.A.F. Station, Locking, in December, 1955; by the time this issue of the Locking Review is available he will have left us on posting to the Air Ministry as Director of Guided Weapons (Engineering), with the rank of Air Commodore.

During his tour of duty at Locking the Group Captain has fostered and encouraged all our many activities and has shown a real interest in all aspects of our life. His invariable kindness and sympathetic understanding made him the most approachable of Commander Officers: in spite of the very many calls on his time he was never too busy to listen and advise, and all of us, no matter what our status in the Service might be, soon came to appreciate and value his influence over our lives.

Himself a marksman and a fencer of no mean ability, he took an energetic and whole-hearted part in the sporting life of the Station; in a wide and varied range of outside activities and interests he gained the enviable reputation of a Commanding Officer who never refused a call upon his limited moments of leisure; all the youth and voluntary organisations in this area found in him an able supporter and a very good friend; he indeed strengthened and broadened our cordial relations with our neighbours. Thus it was only fitting that during his tour of duty here the freedom of entry into the Borough of Weston-super-Mare was conferred upon the Station, an honour of which we are justly proud.

Few Commanding Officers can have been so widely known and esteemed; his high sense of duty has been an inspiration and an encouragement to all who knew him; we wish him and Mrs. Blair-Oliphant every happiness and good fortune in their new surroundings.

## EDITORIAL.

As we see it, the occupational disease of Editors is quite possibly a settled state of melancholy enlivened by periodic upsurges of optimism; the melancholy no doubt proceeds from the view we take when the prospect of putting out yet another issue crowds and obscures our foreground; the optimism follows, at least temporarily, when fragments of copy begin to flow our way and what T.V. panellists are pleased to call the "end-product" takes shape and we can even imagine it in print. From the pages that follow you must judge which of our states of mind has been justified.

In our last issue we practised a solid measure of economy (and increased our advertising rates) which we hoped would not be too evident to you; our balance sheet for the year was a little healthier than before, but it still would not recommend itself as a thing of joy and beauty to any self respecting auditor; we still need bigger sales; we continue to dislike very heartily the unsold copies squatting on our shelves and reminding us of the figures in red at the foot of the column. This is an annual lament which we share with the majority of our contemporaries; solvency would be wonderful.

This has been an average year, without any particular crisis . . . as you will read, we did get involved in the Sputnik excitement; it has been a full and very active year in every direction; the training machine has continued its relentless revolutions, month by month, term by term, and Locking 'old boys' have gone out with our best wishes to take their places in the Service: we would like to hear from them wherever they are - there is always the possibility of selling them copies of this magazine; this is a sample of our optimism rising to the surface . . . a postal order made out to us is one of the pleasantest sights we know.

We had thought of offering some random and/or profound thoughts on White Papers on Defence and the appearance here and there of premature 'bowler hats', but our native caution got the better of us. We are still hearing from a variety of celebrities of the possible future shape of the R.A.F, and one thing has become very clear: a school such as we have here is going to be of greater and greater importance; it would indeed be interesting to visit Locking in 1978: our disembodied spirit would love to float through S.H.Q. and its environs and see, for instance, what they have made of "The Locking Review." And that appears to be a fitting point at which to conclude these wanderings by

YOUR EDITOR.



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# The Passing-Out of the 77th Entry. 16th April, 1957.

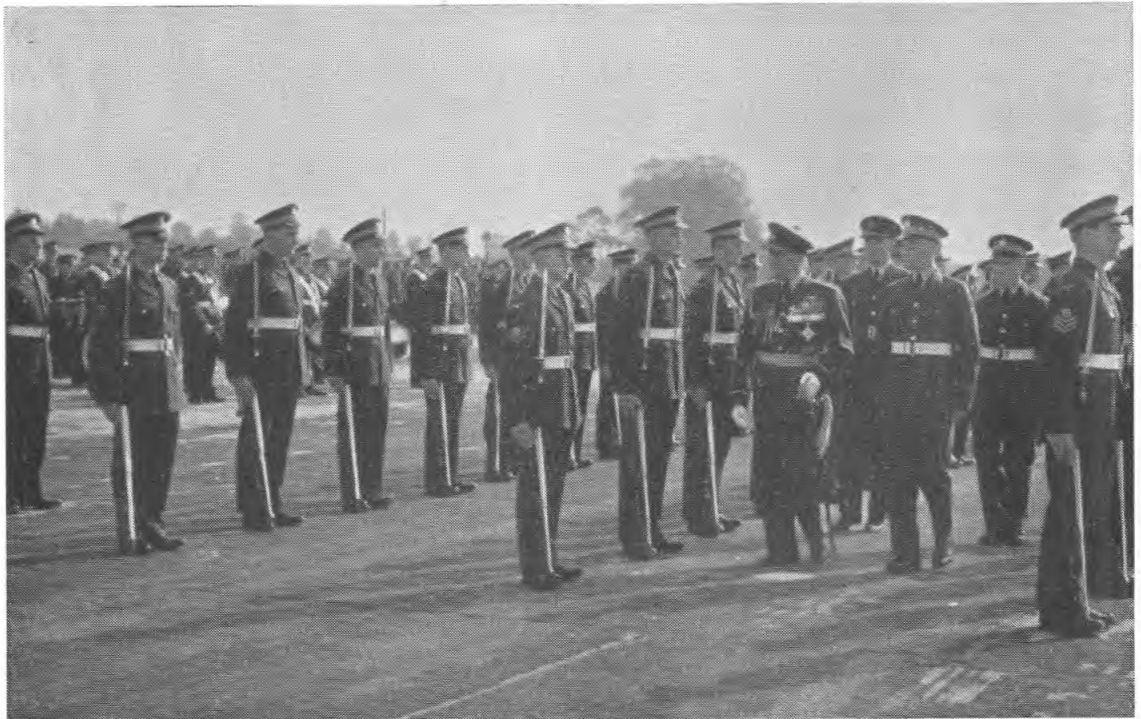
Reviewing Officer: AIR MARSHAL SIR GEOFFREY TUTTLE, K.C.B., C.B., D.F.C.  
(Deputy Chief of the Air Staff).

The Reviewing Officer's speech:  
"Corporal Leath, Group Captain Blair-Oliphant, Air Commodore Wallis, Ladies and Gentlemen,

Last week when I knew I was coming down here I asked a friend of mine who took one of these Passing-Out Parades recently what I could talk about. He said, "Tell them the Parade was good." I replied, "I can't say that until I have seen it," and he said, "Don't worry, it always is good at Locking." Having seen to-day's Parade, I can say that it was very well done, beautifully done, in fact, and I would like to congratulate all those on Parade and, of course, all the people who trained them for it.

You have probably noticed in the newspapers reports about the proposed cuts in the Services. We are living in quite stirring times,

particularly in the Royal Air Force, and a few parents are probably worrying about what is going to happen to their boys, and that is one thing I would like particularly to clear up. Whatever the size of the Royal Air Force, whatever we do about new fighters and new bombers, you people who pass out of here are the most wanted people in the Royal Air Force. You have not got any worries. I do not believe the others have a lot to worry about—certainly not the good ones—because they can do their jobs. The mediocre who wander around worrying what is going to happen to them you will find in any walk of life anywhere in the world, and we can afford to do without them. It does not matter what the size of the Royal Air Force is, even if it is a smaller Air Force, we shall have a better Air Force providing the people who stay in like it and



77th Entry. THE INSPECTION.

are really worthwhile.

Two points I would like to make, which are of general interest, because of the recent Defence Paper which stated that we wouldn't be having new fighters and we wouldn't be having a supersonic bomber: well, I think you should know that the decision was taken by the Air Council very early this year, we weren't bullied into it. We have very good military reasons. The time scale in these matters is very long—and anyway they would replace something that we haven't got! Another thing that you may have heard people say is that Bomber Command is getting smaller; in fact, it has been getting bigger and bigger for a long while.

I note with some regret that the Group Captain said that you were well behaved and industrious. Do not overdo being well behaved in your future life. Read the lives of Henry Ford, Napoleon, Julius Caesar, Winston Churchill: They weren't frightfully well behaved, they were often criticised by their mediocre contemporaries; on the other hand, they all worked extremely hard. I wouldn't like you to go away with what I have said as a passport to pandemonium.

I note in the Report that you weren't very good at education—now your parents may be excusing this with the thought that you may be late developers. On the other hand you may be bone idle, but I doubt that because otherwise you wouldn't have passed out.

Your Commanding Officer told you that I have not been to Locking before—that is quite true. I have not been inside, but once a year I pass the gates regularly. I drive a Veteran car for a hobby, and I always take part in the Bristol—Weston-super-Mare run; there are usually two of us, and on our way back we always go by this camp. A year or two ago, when returning in my pink 1902 motor car. I met a young airman on the side of the road near here who was endeavouring to hitch-hike, so I gave him a lift. He was entranced at being given a lift in a 1902 motor car, and we chatted about it, and then about his life at Locking. It was his first day as an airman, he had passed out as an apprentice the day before. After we had discussed the Air Force a bit, and Locking in particular, he said to me "You seem to know a lot about the Air Force, sir," and I had to confess who I was. He was slightly amazed at being in a 1902 pink

motor car, with an Air Marshal as a chauffeur, and asked if he ought to get out at once; however I persuaded him to stay. The great thing about him was that he was clean, smart, tidy, cheerful, and had the guts to say to me what he wanted.

We are very happy to have with us to-day representatives from New Zealand and Burma. I cannot say how much we value our contact with these countries, and how much good contact at apprentice level does to both sides. They are particularly valuable when you are posted overseas, or when ex-apprentices from other countries come back to this country. You will all meet lots of old friends. The fascinating thing about the Air Force life is its variety. Last Sunday I went to Canada and was back for breakfast on Thursday, and whilst I was there I met people I had trained with—it makes quite a difference when you want dollars!

I have talked longer than I should, and longer than I intended, as I know that to achieve the standard you did on parade to-day meant getting up very early indeed, and if you are like me on these occasions, you probably went without breakfast too. I know that you are feeling hungry and bored, and so I'll keep you no longer.

I will finish by wishing you all the very best, wherever you may go in whatever Air Force, and I congratulate you once again on your parade."

### **The Prize Winners.**

#### Technical Subjects:

Air Radio Fitters - S.A.A. Leath, W. E.  
Ground Radar Fitters - A.A. Simison, P. C.  
Ground Wireless Fitters A.A. Roden, D. S.

#### Highest Educational Marks

S.A.A. Leath, W. E.

#### General Service Subjects

S.A.A. Dartnall, J. H. G.

Highest Aggregate Marks S.A.A. Leath, W. E.  
Burma Defence Services Prize

C.A.A. Brown W. L.

### **Wing Trophy.**

#### Victor Ludorum Trophy

S.A.A. Dartnall, J. H. G.

Wing Championship - - - "C" Squadron

# Passing-Out of the 78th Entry of Aircraft Apprentices

on the 26th July, 1957

Reviewing Officer - AIR MARSHAL SIR JOHN R. WHITLEY, K.B.E., C.B., D.S.O., A.F.C.  
Air Member for Personnel.



78th Entry. THE INSPECTION.

Air Marshal Sir John R. Whitley said :

“Air Commodore Stewart, Group Captain Blair-Oliphant, your Worship, Ladies and Gentlemen,

“First of all I would like to thank the Station Commander very much indeed for what I thought was a very interesting and comprehensive report.

“Next I would just like to address the members of the 78th entry who I think are all sitting down there—am I right? Well, now you have got to the end of your initial training and face the future, and as you must have realised by now this Service of our is on the threshold of very big developments, and the future as far ahead as we can see rests very heavily on the whole electronic and instrument field. Now we can see the way, but of course, many

major problems lie ahead and it is going to be your job to meet and overcome these problems. Now you have a very fine technical training, and I am of opinion that it is probably just about the best available in the world.

To overcome the problems we visualise is going to need more than mere mechanised training, it is going to call for a real display of character, leadership and determination, and if you show these qualities there is no limit to your future. One of my most senior deputies was once an apprentice like you, and his advice is absolutely invaluable.

There is an old saying: ‘Pride goes before a fall,’ and that is one proverb I do not really believe: my service experience has shown that those who get ahead are those who have a proper pride in themselves, in their ability and



78th Entry on the March.

in their Service.

You have just completed an excellent Parade, I do not say that lightly; I do get round quite a bit and I am able to compare one with another, and I do say that you have completed an excellent parade. No doubt your drill instructors have contributed something towards that, and I thank these long-suffering men as heartily as you have cursed them in the past. However, you made the parade, every movement reflected your conscious pride in your ability to do well. Keep that up throughout your career and you will be as successful in your work as you have been today on the parade ground. It really did my heart good to see you putting in so much effort.

Now a word to the parents and friends. I am delighted to see so many of you here today, despite the difficulty and expense of travelling. Some of you have probably come long distances, but I am sure you will agree that it has been worth while. Perhaps some of you were doubtful when your sons chose a career in the Service, but I think you must agree we have not done too badly with them. At least we have taught them to polish their boots

and press their clothes; I expect that is more than their mothers could make them do.

Now to you fully-fledged members of the Royal Air Force, I would say this: Nothing in this world which is worth while is easily achieved; the greater the effort needed the greater the satisfaction of achievement. We hear a lot these days about young men becoming spineless; personally I do not believe it. We also had our back-sliders in our generation, but I think we have done pretty well in spite of them. It is for us to look back on our past successes, and it is for you to look forward to the future and build on the foundations we have laid. You have cleared the first hurdle and I have no worries about leaving the future in such competent hands as yours.

God bless you and good luck to each one of you wherever you may go or whatever you may do. Always remember that outwards signs of smartness or slovenliness reflect the inner character of the man, and it is the smart man who gets the promotion. Keep up to-day's good showing to-morrow and for the rest of your Service."

**The Prize Winners.**

## Technical Subjects :

Air Radio Fitters - L.A.A. Benton, K.F.  
 Ground Radar Fitters - A.A. Hardy, L.  
 Ground Wireless Fitters  
 A.A. Widdows, D.C.

Highest Educational Marks

L.A.A. Benton, K.F.

General Service Subjects

S.A.A. Spickett, R.

Highest Aggregate Marks

L.A.A. Benton, K.F.

**Wing Trophy.**

Victor Ludorum Trophy A.A. Jamieson, R.V.

Wing Championship

"A" and "C" Squadrons (Tie)

**The Freedom of the Borough.**

The Anniversary March Past in Weston-super-Mare,  
 5th October, 1957



# The Passing-Out of the 79th Entry. 20th Dec., 1957

*Reviewing Officer:* **Air Marshal Sir RAYMUND G. HART, K.B.E., C.B., M.C.**  
**(Controller of Engineering and Equipment)**

## *Extracts from the Reviewing Officer's Speech on the 79th Entry.*

"Air Commodore Stewart, Your Worship, Ladies and Gentlemen.

I would just like to refer to a few points made by the Commanding Officer in his report on the 79th Entry. First I would like to repeat his welcome to the parents. It's wonderful to see this hall so full of so many varied faces; young boys, young men, mothers, fathers and, I expect, aunts and uncles too, and we really are pleased to see you all here and hope that you will have a pleasant and interesting day.

I think you will agree with me that the Parade this morning, despite the fact that we had to have it indoors because of the slightly inclement weather, was a very creditable performance on the part of all taking part. Particularly I would like to compliment Flight Sergeant Aircraft Apprentice Regan on his excellent word of command and the way in which he conducted the parade. I would also like to compliment the Aircraft Apprentice in charge of McCrackers, because I feel he behaved admirably. It is the first time I have seen him and I must say he is a most creditable little mascot.

Now you heard the Commanding Officer say that five aircraft apprentices have passed out as Senior Aircraftmen and have not achieved the full passing-out level that they no doubt hoped for. These are the boys that as they gain knowledge and experience in the Air Force will have an opportunity to re-muster to an advanced trade level, and I must say that I hope they will do so, because some people are slightly slower starters than others, but that does not mean that they will not achieve the same results. We might even see them standing here as Reviewing Officers at some time in the future.

On that particular subject, before I came

down here today I took a look at the R.A.F. List; for those who do not know, this is a list that shows all the officers and warrant officers and other people in the Air Force, and also in the Air Ministry. Now the Technical Branch has about 40 Air Officers, that means Air Commodores and above, and at the present time 14 of them were originally apprentices. That is a very interesting thought, and as far as one can see it is likely to continue. You have got Regan going now to be a Cadet at the Technical College at Henlow, which is quite a new College, and I wish him every success and hope that one day he may eventually reach Air Rank.

Another point that the Commanding Officer made, which I would like to add to and emphasize, and I was very glad to hear it, was that this Entry has shown up well in the sphere of sport. Now by the time I have finished talking to you I hope you will see for yourselves that you have got tremendous responsibilities. To carry out your job properly and thoroughly you must be fit, and so I commend to you the old saying "Work hard and Play hard," and if you do this then you will find that you can keep up with the tremendous problems that are likely to face you in the future.

I would just like to remind you of what has happened in the three years that you have spent here. First, atomic power stations have come into actual existence and are supplying power to the electrical grid of this country, and an atomic submarine has come merrily across the Atlantic without surfacing. Guided weapons have been developed and have flown and destroyed targets to quite a considerable extent, not only in this country but in America, Russia and throughout the world. Three years ago these things were just being thought about, now they are facts."



### THE PRIZE WINNERS

#### Technical Subjects:

Air Radio Fitters A.A. Toogood, K.D.G.  
 Ground Radar Fitters C.A.A. Brook, G.E.  
 Ground Wireless Fitters  
 L.A.A. Viller, A. G. F.

#### Highest Educational Marks

F.S.A.A. Regan, T. P.

#### General Service Subjects

S.A.A. Gregory, B. J.

#### Highest Aggregate Marks

F.S.A.A. Regan, T. P.

### WING TROPHY

Victor Ludorum Trophy C.A.A. Jones, P.J.  
 Wing Championship "B" Squadron



## Wing Commander E. J. Ough, B.Sc.,

Senior Education Officer and Deputy Training Officer.

IT was a bleak New Year's day in 1936 that Mr. Ough entered the gates of the Record Office where the training of apprentice clerks lent variety to the more humdrum activities of the Record Office life. No nicety in the shape of an orientation course preceded the journey to Ruislip and it was straight into the classroom to join issue with the members of the 42nd Entry. More interesting events were to follow, since after six months with an acquaintance with but one official form - a clearance certificate and with the feeling that perhaps the apprentices had contributed more to his education than he to theirs, Mr. Ough found himself posted for a six years tour in India.

At Kohat, on the North-West Frontier, where he took up duties as Station Education Officer, the name of a Flight Lieutenant Basil E. Embry, A.F.C., was already something more than obscure. Here life passed pleasantly enough for three years amid the sound of Wapitis by day and the calls of "khitmagar," "chota peg," and "three no-trumps" by night. Then came the autumn of 1939.

Civilian education officers were mobilised

and taking up commissioned duties at No. 1 School of Air Force Technical Training at Ambala in the Punjab, he assisted with the training of Indian personnel as wireless operators. A Postmaster General's Certificate in radio telegraphy and telephony with a "thorough knowledge" of the spark transmitter and an "elementary knowledge" of some valve equipments served as an appropriate background for dealing with such sets

as the transmitter T.21 and the receiver Tf. In any event there were no reclassings in those days, although perhaps this was due to the daily programme which started at 0630 hours with a period before breakfast. (Lucky Locking?).

More training establishments were soon organised, and in 1940 he was transferred to No. 2 School of Air Force Technical Training which was housed in the airship shed at Karachi (built for the R.101 which crashed on its maiden flight at Beauvais) until buildings were put up on a site adjacent to the Aircraft Depot at Drigh Road. A year later the deteriorating situation in the Far East required the transfer of squadrons from the Middle East. For this operation an Aircraft Reinforcement centre was set up as a staging post at the Civil Airport at Drigh Road and he served as the Adjutant to this unit until after the fall of Singapore in February 1942.



In 1943, when education officers in India went back on to training duties, he was appointed to a staff post at Headquarters, No. 227 Group, first at Lahore and later, on its move, at Bombay.

His last unit in India was at Jelahalli, near Bangalore, where he took charge of an educational wing of a School of Recruit Training. It was here that, in dire straits for paper with which to carry out his duties, recourse was had to the use of a substantial stock of rolls of paper stamped "Government Property" and known as Form O, for written tests. When the stock of that was reduced to within rather fine limits in regard

to possible requirements for its proper function, a form 674 was duly honoured for the supply of slates.

Returning to the U.K. in 1944, he served as joint Group Education Officer with No. 43 Group and No. 42 Group until the latter was provided for separately. Headquarters No. 43 Group became a somewhat restless organisation and changed its location almost as frequently as syllabuses change these days. After sojourns at Magdalen College, Oxford and at the former Balloon Command Headquarters at Stanmore, it settled for Hucknall.



## Good News for the future. New Y.M.C.A. for Locking R.A.F. Station.

Work has just begun on a new Y. M. C. A. building at No. 1. Radio School, Royal Air Force, Locking, near Weston-super-Mare. It is to cost £23,000, and will be almost entirely for the benefit of the 800 to 1,000 R.A.F. Apprentices who serve for three years on the Station after leaving their civilian schools.

No. 1 Radio School used to be at Cranwell, where the homely and personal influence of the Y. M. C. A. and of the Y. M. C. A. leader were so greatly appreciated that when the school moved to Locking the Y. M. C. A. was asked to go with it.

The Association was prepared to rent premises at Locking and begin work at once, but every building was fully employed. The Air Ministry continued to urge the Y.M.C.A. to come in, but could not offer any accommodation. The only way in which the Y.M.C.A. could begin to meet the need of the Apprentices was to put up a building at its own expense. The Air Ministry could not, of course, give an absolute guarantee about the future of the Locking Station, but the National Council of Y. M. C. A. s received the fullest assurances that could reasonably be hoped for, and at last it was decided to go ahead.

The building was designed by Mr. Arthur Miller, who also planned the Y. M. C. A.

From this post he went to an appointment at the Air Ministry as E.S.2 in the Directorate of Educational Services.

In 1950 began his association with Technical Training Command and No. 27 Group by a posting to the sea of wooden huts on the eud of the downs in Wiltshire as deputy to the Senior Education Officer. Promotion to Wing Commander took him to No. 6 Radio School at Cranwell for a short time and thence, on the transfer of the apprentices, he came to Locking.

National Camp at Lakeside, Windermere. There will be a Hall/Games room, with a stage also to be used as a Group room, a Quiet Room, a Lounge, and a very up-to-date canteen and kitchen, as well as a house for the Secretary and accommodation for other resident staff. The builders are Messrs Stanley Stone (Chelsea) Ltd., who have done much work at Locking and in the neighbourhood.

The Y. M. C. A. National Service Fund will bear the cost, and will make special appeals for the Locking project. The building began as soon as the contract was signed, but there could be no appeal until it was quite certain that the scheme could proceed. It is hoped that West Country people will help in making possible a vital piece of work with boys in three of those crucial years in which they develop into manhood.

Group Captain Blair Oliphant, O.B.E., the Commanding Officer, has all along desired a Y. M. C. A. for the Locking Apprentices, and expresses a very lively satisfaction that the building is now beginning to go up.

[We are very happy to give the above press notice from the Regional Council of the Y. M. C. A. all the publicity in our power; this is an excellent project. Editor.]

## No. 1 (Apprentice) Wing Notes.

There have been considerable changes in the staff of No. 1 (Apprentice) Wing since the last Review was published. Nine Officers have been posted out and nine posted in. The three Squadron Commanders have changed and a number of the Flight Commanders, in addition to Warrant Officer Parkes, well known to present and past members of the wing, as the Wing Warrant Officer.

### Postings Out.

The following officers left the Wing over the past twelve months: Squadron Leaders Francis, Cook and Uprichard, commanding "A", "B" and "C" Squadrons respectively; Flight Lieutenant Champion, the Wing Adjutant; and Flight Lieutenant Hobbs, Flying Officers Just, Needham and Taylor, and Pilot Officer Scott, all Flight Commanders. Squadron Leader Uprichard will be particularly missed, as present and past members of the wing will remember that he was a tower of strength as far as the Wing Rugby Team was concerned. As an ex-Irish Rugby International, Squadron Leader Uprichard took a great interest in Wing Rugby and his enthusiasm for the game resulted in the high standard of Rugby which the Wing team has now achieved. There is no doubt that he played the game just as hard from the touch-line as any member of the team on the field.

### Postings in.

Squadron Leaders MacDonald, Pattinson and Catley have been posted in to command respectively, "A", "B" and "C" Squadrons. Flight Lieutenant E. G. Davis is now the Wing Adjutant and Flight Lieutenants Sachs, F. W. T. Davis and Deakin, Flying Officer Harris and Pilot Officer Yeomans, have been posted in as Flight Commanders. Warrant Officer Webb is now the Wing Warrant Officer.

In September 1957, the 87th Entry of Radio Apprentices arrived at Locking. The entry numbered 220, the largest entry that has ever arrived at the School. As a result, it has been found necessary to expand the Wing's domestic accommodation and a Barrack Block has been taken over from No. 3 Wing. Indications are that the Wing will continue to grow and that further expansion will take place along the line of Barrack Blocks facing the Training Blocks.

Over the last year, there has been considerable relaxation in the wearing of civilian clothes by apprentices. All N. C. O. Apprentices and apprentices of the three Senior entries are now permitted to wear civilian clothes of an authorised pattern, when off the Camp. The standard pattern civilian clothes are:- double breasted navy-blue blazer, with gilt buttons and No. 1 Radio School badge, dark-grey flannel trousers, white shirt, R.A.F. tie and black shoes.

The Wing has had another good year at sport, which is dealt with in detail elsewhere in the Review. The Sigris Boxing Trophy was won again for the 5th year in succession and the McEwan Fencing Trophy has also been won again.

### Visit by B. B. C. Television.

Mr. Jack Warner and company, the cast of the weekly B. B. C. Television series "Dixon of Dock Green", together with producer and technicians, visited the Station on Monday, 17th February, 1958, by arrangement with the Air Ministry, in order to film shots of a Passing Out Entry on the Parade Ground which included a youth actor of the company. The sequence was to form a sequel to an episode of "Dixon of Dock Green" televised on 1st March, 1958, on the theme of a 'boy making good.'

The company was pleasantly entertained to lunch in the Officers' Mess and the sequence was then successfully filmed, No. 82 Entry having the honour of performing, since the Senior Entry, the 80th, could not be spared from technical training, in view of the near approach of the end of term examinations.

### Warrant Officer P. Parkes, M. B. E.

The 1st February, 1958, marked the termination of the long and meritorious service of a Warrant Officer known and respected throughout the Royal Air Force. Warrant Officer P. Parkes, M. B. E., retired after 34 years, 150 days service with the Royal Air Force, which commenced on 5th September, 1923 and included overseas tours in Iraq, India and Egypt.

He was well known for his valuable contributions to Service Boxing. A great exponent of the art himself, winning the R. A. F. Flyweight Championship in 1933, he devoted

his spare time and energy unreservedly over the years to coaching apprentices with excellent results.

A well known disciplinarian, Warrant Officer Parkes nevertheless had, in the course of long years of experience in the training of apprentices, acquired a deep understanding of their needs and problems, and many ex-apprentices, officers and airmen, will doubt-

less have cause to appreciate the help and encouragement he gave them.

The departure of Warrant Officer Parkes to a well earned retirement is a great loss to the Royal Air Force and to the Apprentice Wing in particular. However, Warrant Officer Parkes has taken up a post in the Equipment Section at Locking, so that he is not completely lost to us.



## Aircraftman Dummett - Class Leader of G.W.M. (C) 333

A.C.2 G. M. J. Dummett, Class Leader of G.W.M. (c) 333, "A" Squadron, 3 Wing, now aged 26 years, was born at Claverham, near Yatton. He has spent most of his life in Clevedon, and attended St. Andrew's Junior School, Clevedon, before progressing to Colston's School, Bristol. In the academic field he gained a School Certificate and an Advanced Level General Certificate of Education in Physics, Chemistry and Mathematics.

He pursued wide sporting interests at Colston's, played cricket for the 1st XI and captained the 1st Rugby XV. His chief joy was playing rugby and he played for Somerset Schoolboys and reached the final trial of the English Schoolboys in the 1950/51 season. He played in the second row, and it is interesting that after the quarter-final game of the English Schoolboys Trials he was preferred to John Currie, who has since won fame with England.

Dummett was playing for his home town—Clevedon—at 16 years of age. In school he was made Head Prefect in his final year, and hoped to progress to University to study Physics. These hopes did not materialise for he could not get a grant. So, in 1951, he joined the National Smelting Company, Avonmouth, as a Junior Chemist "trainee." He tried to become a Chemical Engineer while with this firm but was held up as there was no course available at the College of Technology, Bristol. He kept up his studies, however, and obtained the Ordinary and Higher National Certificates.

Meanwhile, he had joined Bristol Rugby Club, and in the 1953/54 season played for the 2nd XV for the first half of the season, graduating to the 1st XV after Christmas and went on to make 14 first team appearances that season, mainly at lock forward, under the captaincy of J. Gregory.

In 1954 he moved to Engineering Productions Ltd., Clevedon, as an Assistant Metallurgist. He married in 1955 and as he could not travel to Bristol to train because of work and domestic requirements, he rejoined Clevedon Rugby Club, for whom he has played ever since.

After two years with his new firm he was promoted to Company Metallurgist, but was called up on the 31st December, 1957, after seven years' deferment. This was a blow to his career in Technical Management. However, he intends to make the most of his National Service and hopes to avail himself of R.A.F. correspondence courses in either Industrial Management or Mechanical Engineering.

He finds his present course a useful hobby, he once dabbled with wireless, and a means of revising his Physics.

A man with a wife, an eight-month-old son, good qualifications and experience, he is looking forward to 31st December, 1959, when he hopes to resume his career in the field of Technical Management and a settled home life.

## Selection of Boys for A/C and Admin. Apprentices.

All of us, whether we like it or not, have at some time or other to sit examinations. Those of us who are fortunate enough to do well accept this method of deciding the suitability of a candidate without much question. Those of us who strike an unlucky paper, or are not quite so bright as our contemporaries when it comes to putting things down on paper, have serious doubts on the fairness of this method of assessing the candidate's true worth.

All who have hitherto entered the Royal Air Force through one or other of the Apprenticeship Schemes have been required to sit a qualifying examination designed to determine which candidates were worth accepting for training as craftsmen and which were not a good training risk. The qualifying examination was not hard, but it nevertheless produced some strange results and an analysis of the marks awarded to candidates at the qualifying examination, in relation to the results that they achieved at the end of their period of training, showed that in its present form the qualifying examination did not always achieve what it set out to do. For these reasons, the qualifying examination has been reviewed and recast in the hope that, in its new form, it will achieve its object of sorting out the wheat from the chaff more efficiently than it did in the past.

Under the previous system Aircraft Apprentice candidates took six different papers at the qualifying examination. These were the General Intelligence Test, an Essay paper, a Mathematics paper, an English Comprehension Test, a General Knowledge paper and a Science paper. Administrative Apprentices were not required to take the Science paper, but they took all the remainder. The examination lasted all day and most candidates found the going a little tough. There is evidence that younger candidates, in particular, did not do themselves justice in some of the papers set at the end of the day, possibly more because they were tired or strained than because they did not know all the answers.

In an examination all the papers set should be of importance and preferably of equal importance but, at the qualifying examination, more importance was attached to the Mathematics and Science papers than to the others because these are the subjects which the major-

ity of Aircraft Apprentices would need most in their subsequent training in the Royal Air Force. The standard of mathematics achieved by candidates was more or less uniform, but there was an astonishingly wide variation in the standard achieved in the Science paper. This was probably due to the fact that the facilities for teaching Science at Secondary Schools differed enormously from school to school, with the result that candidates who came from schools with a strong Science section did remarkably well in comparison with those who came from less well favoured schools. Unfortunately the result achieved at this paper was by no means a true indication of the candidate's ability to absorb instruction in Science when he eventually entered Apprentice training.

Candidates for Aircraft Apprenticeships who did badly in Science but who scored a reasonable mark in all other papers were usually offered Administrative Apprenticeship in lieu of Aircraft Apprenticeship. Those who accepted the alternative training usually did well and a number undoubtedly would have succeeded as Aircraft Apprentices if they had been permitted to enter that scheme, even though their Science marks were low. Occasionally boys with good Mathematics marks and low Science marks were permitted to train as Aircraft Apprentices after interview by the Induction Board because the Board has been able to satisfy itself that the reason for the low marks in Science was not lack of ability but lack of opportunity to study the subjects set in the paper.

The changes which are now being introduced into the format of the qualifying examination are intended to provide an examination which will make a better discrimination between the good candidate and the candidate who is not a justifiable training risk. The examination itself will not be less searching nor will its standard be reduced, nevertheless the changes are considerable and there will be a reduction both in the number of papers which candidates will be required to sit and in the overall period of time for the examinations as a whole.

In the new pattern there will be three papers only. These will be Mathematics, Science and a General paper. The Mathematics paper will be of one-and-a-half hours duration and

will consist of two parts. Part 1 will consist of easy problems applying the first four rules of addition, subtraction, multiplication and division, but the candidate will have to answer them against the clock. Only an exceptionally good candidate will ever be able to answer all the question in Part 1 in the time allowed, and the number of questions attempted and answered correctly from Part 1 is expected to give a reliable indication of the candidate's ability to think quickly and accurately. Part 2 of the Mathematics paper will consist of a series of problems of progressive difficulty not unlike the questions which are contained in the previous examination. Again, only the brightest candidates will be able to complete all the questions in this part of the paper, but the great majority should be able to attempt at least two-thirds of them in the time available.

The Science paper will contain questions of Mechanics, Heat, Light and Sound, Electricity and Magnetism, Chemistry and Biology, but no questions will be made compulsory and candidates will have a completely free choice of questions which they would like to tackle up to a total of 12 out of 18 simple questions in Part 1, and 4 out of 12 slightly more difficult questions in Part 2 in one-and-a-quarter hours. The Science paper will always contain a question which will enable a candidate to show his acquaintanceship with the application of Mechanics to a simple mechanical problem. This question should be within the reach of all, irrespective of the Science he has been taught at school.

The General paper will now include an essay and a series of questions divided into parts which can be answered objectively. This part of the paper will be almost identical in form with the previous papers. Part 2 of the General Paper will give candidates an opportunity for writing short descriptive articles on topics with which they should be thoroughly familiar. One of these topics will usually give the candidate an opportunity of showing his experience as a practical man either about the house or in the open.

By reducing the written part of the examination to four-and-a-half hours it is expected that candidates will be able to give a better account of themselves than under the previous arrangement whereby they were required to sit six papers in five hours twenty minutes excluding breaks.

The General Intelligence Test will no longer be taken by all the candidates at the initial examination but will be given to border line candidates who are called before the Induction Board. All candidates who do well enough at the qualifying examination will be offered Aircraft Apprenticeship provided they are medically fit and suitable for service in the Royal Air Force. Those who do not quite reach the desirable level at the examination will be called before the Induction Board, the function of which is mainly to determine which of the border line candidates can be accepted as reasonable training risks.

Whenever possible, all candidates who pass the qualifying examination and are accepted by the Induction Board will be offered training in the trade of their choice. The term "whenever possible" is important, because this must clearly be related to the needs of the Service for tradesmen of various kinds. Electricians, Airframe Fitters, Radio Operators and a host of other craftsmen are needed today to ensure not only that aircraft fly, but that they fly purposefully and to schedule. It follows therefore that some adjustment has to be made at the selection stage to ensure that the service needs for tradesmen are met.

Very few of those who are candidates for Aircraft Apprenticeship really know what Royal Air Force trades are available to them and what each entails. This is particularly true of the radio trades and to enable suitable candidates to form some idea of what is involved in the training they will be given an opportunity of visiting the Aircraft Apprentice School at Locking, before appearing before the Induction Board, to see what the training in the radio trades involves. Modern aircraft tend to have more and bigger 'black boxes' and while this tendency remains, the demand for craftsmen in the radio trades will undoubtedly remain high.

Careful watch will be kept on the results achieved by candidates at the new qualifying examination and these will be related to the success achieved by candidates at the end of their initial period of training in the Royal Air Force. The object of this is to assess the validity of the new examination pattern and to determine whether or not it has succeeded in its object of reducing the number of square pegs which are put into round holes.

# Locking Roman Villa.

R. E. Linington

G. B. Rogers

## FURTHER EXCAVATIONS IN AIRMEN'S MARRIED QUARTERS

In last year's number of the Locking Review a short account of the first few months work on a Roman site in Airmen's Married Quarters was published. Since then excavations have been almost entirely concentrated on the stone building mentioned only incidentally in the first report. This account, as suggested by its title, deals mainly with this stone building. Unfortunately again S/T Rogers is unavoidably absent, and so I have had to write the report; the archaeological details given are the result of our combined efforts and discussions.

Firstly here is a brief resumé of the history of the site as revealed to date. The first occupation of the area dated from the pre-Roman Early Iron Age, and consisted of a hut and several ditches. Next, after a period of abandonment, the primitive hut described in last year's report was built (middle of the second century A. D.) This lasted until about the year 250 A. D. when it was deliberately destroyed and replaced by the first stone building. Successive periods of rebuilding of this stone building occurred until occupation finally ceased towards the end of the fourth century. Since then, apart from a possible seventeenth century barn, the area has remained unoccupied until the construction of the present Airmen's Married Quarters, the building of which disclosed the existence of the site.

The excavation of the stone building has presented many problems, as can be seen from the plan. The whole area was rendered exceedingly difficult by the large number of modern trenches, which have of course completely destroyed the Roman levels. There are also several concrete paths under which excavation was generally impossible. Finally the modern roadway and a house have completely covered parts of the building so that the plan obtained must, of necessity, be incomplete in many ways. However, despite this apparently hopeless set of circumstances we feel that we have obtained sufficient evidence to give the history of the building.

Pre-Roman occupation (50B.C. to 70 A.D.)

This consisted of a circular Iron Age hut with a clay floor and timber and clay walls

supported by posts set round the edge of the hut, two of which can be seen in the plan. The hut was surrounded by a ditch about three feet deep, part of which has been found under the later building. After the destruction of the hut the area remained derelict until the construction of the stone building.

Stone building. Period I (mid 3rd century)

This is basically a rectangular building approximately 85' by 35', with its long axis running from East to West. It is of a typical Roman type known as "Basilican" from its superficial resemblance to the aisled Basilica or public hall of Roman towns. It would probably have looked like a large barn with the roof internally supported by a double row of pillars on rammed stone foundations. The walls of the building also had rammed stone foundations, with the whole of the superstructure of wood. As can be seen from the plan, towards the end of the building the pillar system was replaced by two continuous walls forming internal rooms. Apart from this the internal divisions of the building would all have been of timber, a possible partition screen being shown by the three postholes on the plan. This seems to have been associated with the hearth which was placed in the normal central position, and probably screened the hearth from a doorway directly behind (the postholes for the door are marked on the plan between the last pillar base and the continuous wall).

Belonging to this period were the three child burials inserted through the clay floor of the building where shown, two of which had been premature births and the other probably died at birth; it was quite a normal practice to bury any child that died at birth in such a position.

The most interesting single find of this period was the skeleton of a sheep. It had been buried in a side room during the construction of the building with the head of the animal having been cut off and placed at its feet. Thus it must have been a ritual sacrifice and foundation burial. This is particularly interesting as so far it seems to be the only such example of the sacrifice of a sheep found in Britain.

The building, although much superior to the primitive hut described in last year's report, is still a fairly poor type of habitation. For not only would the family live in it, but also the farm animals would be kept and the farm produce stored in other parts of the same building. Despite its simple character it seems to have lasted until the end of the third century when the building was demolished and a superior series of buildings fitted into the ruins.

#### Period 2 (circa A. D. 300)

The rebuilding consisted of a radical alteration of the plan with, however, most of the period 1 walls being used again as foundations for the new stone built walls. The new plan basically consisted of a bath block inserted in the north "aisle" of the Period 1 building and what was probably the living wing of the new house situated at the end of a connecting corridor. This living wing has been almost completely destroyed by a modern house, all that remains being a portion of corridor wall (shown to the north-east of the main building).

In order, from east to west, the bath block consisted of a stokehole, furnace flue, hot room with hot bath, and a warm room. A cold plunge bath must also have existed, and at the western end of the bath block an extensive mediæval pit probably marks its site. The floors of the heated rooms were supported on pilae, that is pillars formed of square tiles, so that the hot air from the furnace could pass under the floor and then up through hollow flue tiles in the walls, thus giving quite efficient central heating. Large quantities of painted wall plaster were obtained from the filling of the heated rooms, the decoration consisting of lines and dots in yellow and green on a white background. The roof of the bath block was of sandstone slabs fixed by iron nails. Finally in the filling of the furnace flue was found the remains of a roof finial of carved stone, this was the Roman equivalent of a chimney pot.

The rest of the end of the Period 1 building was rebuilt as one large room with a large pit in one corner. This was probably used as a latrine pit, and was screened by a wooden partition, two postholes of which were found as shown. The rest of this room probably acted as a fuel store and possible servant quarters.

#### Period 3 (circa 350 - 370 A. D.)

This represents a large scale rebuilding of the villa, probably due to worsening economic conditions. The bath block was dismantled

and levelled, and the adjoining room was reroofed with broken roofing slabs and flue tiles.

In the last phase of the occupation the building was used for an increasingly untidy "squatter" occupation which lasted at least as late as the end of the fourth century, until the building probably became too unsafe to live in. No signs of a violent end to the occupation were found.

With this the site was abandoned until some time in the mediæval period when stone robbers from neighbouring villages removed most of the better stone from the walls, luckily, however, missing the brick pilae of the bath block.

The finds from the site have been numerous, an especially interesting group of pottery being found in the stokehole and furnace, although on the whole rather poor in quality. Several of the finds are now on show in Weston-super-Mare Museum, and all the finds will finally be presented to the Museum.

It might be of interest that a selection of photographs and plans from the site formed part of an exhibition of archaeological work in Oxford recently. We were also asked to give a short account of our discoveries at last year's meeting of the S. W. Regional Group of the Council for British Archaeology.

It only remains to thank all those who have been associated with the excavation. The Station Commander has shown great personal interest in the site, and the Station Adjutant, Station Administrative Officer and Sqn. Ldr. Cronin have been very helpful. Mr. Rye of the Public Library and Museum has been extremely co-operative and has helped us with the photographs, which as before were capably taken by Mr. Worts.

W. O. Goddard and especially C/T. Barham were very patient in allowing us to undertake fairly extensive excavations in their gardens, and also many others have helped in various ways by lending tools, letting us dig test holes in their gardens and by showing great interest in the work throughout.

Our helpers have remained a small but very loyal and hard working group. L/A/C. Newson and A. C. I. Lyster deserve special mention for their increasingly skilful work, and Fg. Off. P. Buck has helped whenever his duties have allowed.

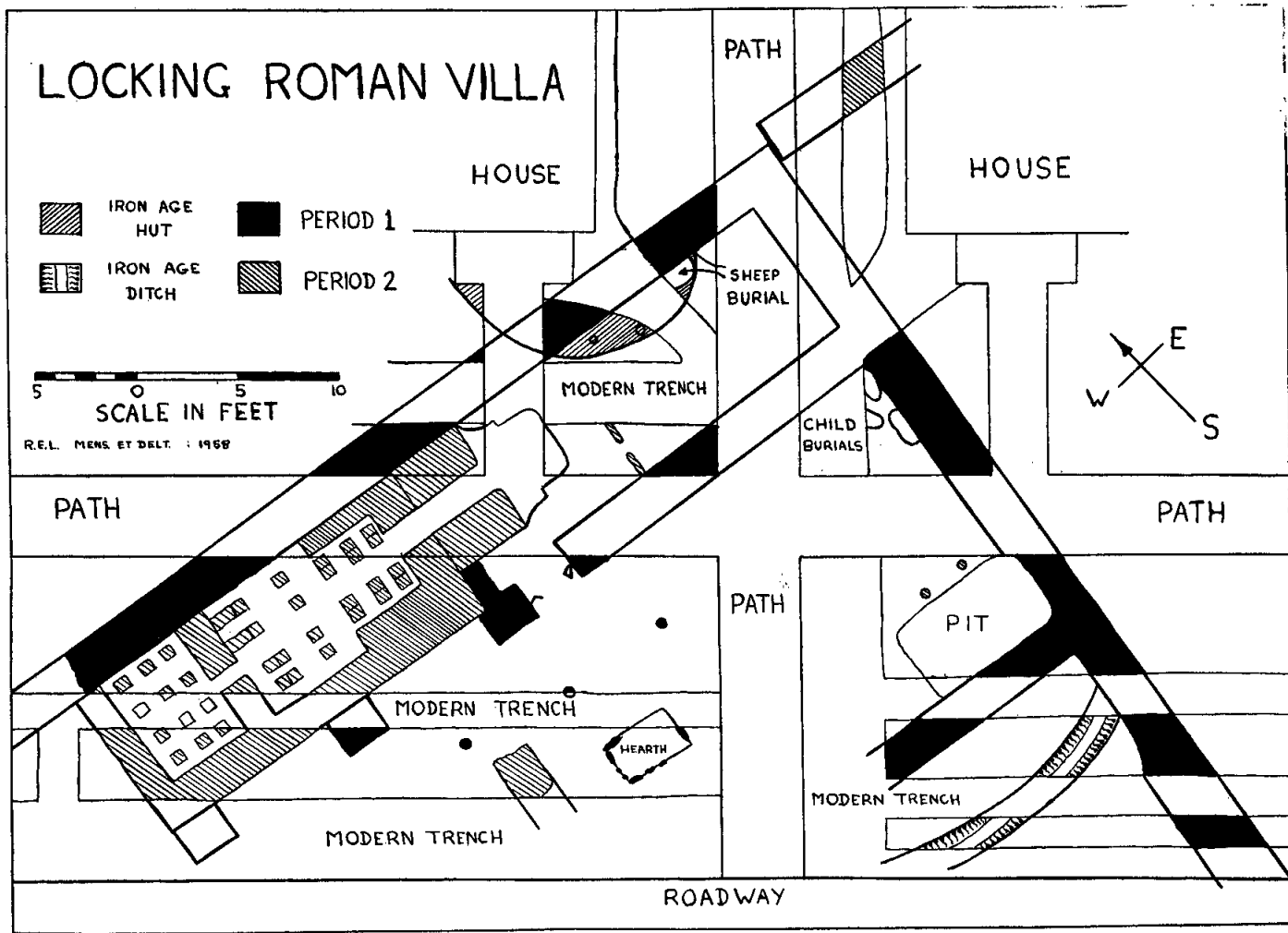
Finally as far as future plans are concerned, work has started on the opposite side of the



and already several walls have ap-  
 pears. It is thought that by next year's  
 work I have been completed and

then it is hoped that a final report will be  
 issued.

R. E. L.



I first met Gordon W  
of the first World War w  
into the house next doc  
skirts of a small town i

He was an agile little boy with sandy hair  
and large pale ears; I was ten years old and  
he was about a year younger. Our opening  
encounter was on the evening their furniture  
moved in, and I had been watching the operation  
with undisguised interest until my  
mother, who had a strict sense of neighbourly  
decorum, hauled me inside and told me not  
to make a nuisance of myself by hanging over  
the wall that separated our front gardens.

So after tea I had transferred my post of  
observation to the back garden where a screen  
of bushes hid me from our kitchen window  
and prying maternal eyes. The previous  
tenants of the house next door had included  
a boy who was in the top form of the school  
where I was an obscure junior, and he  
naturally could not afford the indignity of  
knowing me socially; also, he nearly had a  
moustache and went out with girls. I hoped  
for better things from the newcomers; they  
had arrived in an old black taxi, and there  
was the mother, a daughter (at least sixteen  
and thus of no interest), and the boy.

I saw him come out of their back door and  
wander about kicking at the long grass; he  
saw me and at first ignored me elaborately,  
which was part of the convention. I climbed  
up on to the wall and sat with my legs danc-  
ing over his side; as a further proof of my  
superiority I stood up and, with my hands in  
my pockets, started to walk along the wall.  
This was against all parental regulations and  
in the past had been followed by unpleasant  
consequences

"You get off our wall," he said.

I took no notice. With exaggerated non-  
chalance I started to run. I'd show him. I  
reached the end and turned around and said  
into the middle distance:

"Some people would be too funky to do  
that."

"Who's a funk?" His pale face had gone  
pink.

"Hah," I said, balancing myself on one  
foot but not for long.

"Think you're clever, don't you?" He was  
hopping from one foot to the other. "I bet I  
could do it on one leg—and - and with my  
hands behind my back!"

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you do it.

He drew a deep breath, then he scrambled  
up on the wall. He clasped his hands behind  
his back and started to hop towards me; the  
whole of his skinny little body was bent inten-  
tly to the task; his pale green eyes gleamed  
at me and I had a premonition of disaster.

He got as far as the place where the top  
bricks were loose. He wobbled and flailed  
his arms about. Then he fell slap into the  
cucumber frame on his side of the wall. With  
the crashing of glass and the combined shrill  
screaming of the two of us came the opening  
of back doors and the emergence of our  
womenfolk, and one look at my mother's en-  
raged face sent me scampering over the  
obvious escape route, down into the back lane  
and up to the common. I was quite certain  
that he was dead. And they'd blame me of  
course.

When at length hunger and darkness drove  
me back to base my mother "warmed my  
car," as she put it, and sent me to bed without  
supper. My version of the affair received no  
audience.

Gordon White spent a few days at the  
cottage hospital and I eventually lost the  
belief that I had narrowly escaped being  
charged with murder; he arrived at my school  
with some interesting bandages and to my  
great chagrin was put in the same form as  
myself.

I gathered that his mother had placed an  
embargo on me as "that rough little boy next  
door," but young White and I didn't take  
that seriously; after all, we travelled to and  
from school over the same route and we had  
the common problems of 'prep' and staff to  
circumvent.

Right from the beginning of our friendship  
there was something about him that both  
fascinated and vaguely alarmed me.

Like all small boys he went in for vast ver-  
bal wagers: fifty million pounds was the least  
sum he thought in; that was all right and in  
our normal vocabulary. But what set Gordon  
apart was the fact that he couldn't resist a  
dare or a challenge, no matter how dangerous  
or doomed to catastrophe it might be; if  
somebody said a thing couldn't be done

orn at him; this was within  
vention of challenge.

"million pounds!" he said.  
"I said loftily. "Let's see

S/S



Gordon's reply would snap out: "I bet I could — I bet fifty million —"

For instance, nobody had ever smoked a cigarette in Morning Assembly; it was agreed to be suicide, no less. With the minimum of goading Gordon did it twice, on successive mornings, blowing the smoke down to the floor through a rolled-up exercise book; the spreading of his reputation urged him to a third attempt: he was detected by an assistant master and hauled up on the platform and beaten then and there by the head.

Before long he was known throughout the school as "Fifty Million" White, which later shortened to "Fifty" White to distinguish him from a nondescript character known originally as "Chalky" White.

As he moved up through the school "Fifty" became a little more selective in the challenges he accepted; if they were flamboyant or bizarre enough and likely to make school history he was instantly attracted.

"I bet even old 'Fifty' wouldn't do it" became the school criterion for something too outrageous to be real.

I remember one feat that enlivened our first year in the sixth; we had an elderly chemistry master, Wilkinson, who had a habit of snapping the point of his pencil, which gave us the opportunity of some noisy competition among ourselves with assorted penknives and scout knives offering our assistance. One morning somebody arrived with a large knife that folded back into a wooden handle; the blade was a foot long and curved like a scimitar; it was a fearful weapon and "Fifty" saw its possibilities.

"I bet I can fix old Wilkie with this," he said gleefully. "What am I offered, gents?"

Before the end of the period Wilkinson snapped his pencil. We sat tight. "Fifty" strolled down between the desks, opened up that vast shining blade and with a flourish said:

"Allow me, sir!"

He brought it off twice that term before Wilkinson indulged in one of his unpredictable rages and confiscated the weapon.

It was "Fifty" who sprinkled the staff lavatories with carbide on Governors' Day when the school was flooded with distinguished visitors.

There was of course considerable speculation as to what "Fifty" would be when he left school; the common consensus of opinion

was that he would be a financial wizard or else the most spectacular bookie in the history of the turf.

In my last term at school the Whites moved away and went up north; "Fifty" and I corresponded for a while; he had entered an insurance firm as a clerk; then we lost touch with each other.

But he remained a school legend, and whenever there was a gathering of old boys somebody would say:

"I wonder what happened to old 'Fifty'? Remember that day when he —?" And so on.

In the spring of 1942 I was sent to a small West African port on a temporary liaison job for the Air Ministry. It was a torrid little spot with no amenities, and the only other officers were naval types on escort duty and submarine patrol; our mess was a shack with a tin roof and a verandah, known locally as the Oleander Club

The U-Boats had been helping themselves liberally to Allied shipping, and our little port began to be busy, with pale grey motor launches and an occasional destroyer.

One evening I heard a voice at the bar that aroused the echoes of the past and took me all the way back to that school in Kent. There was a tall awkward looking Naval Lieutenant with a luxuriant ginger beard and protruding ears and he was saying with appropriate gestures:

"I'll bet you a month's liquor I can do it, old son."

It was "Fifty" White. Our reunion set a new all time high in gin consumption at the Oleander Club; I have an indistinct recollection of the later stages in the evening - "Fifty" with his elbow on the bar and his beard jutting, facing a fat black-bearded engineer Sub; each held a lighter in his hand and each was flicking his lighter in turn at a pound a flick, "Fifty's" well-serviced Ronson against the Sub's Dunhill; the sequence reached sixteen before the Dunhill failed and the score was meticulously added to a long double column of figures on the wall by the bar. I understood that the contest had been running for three months, all the way from Takoradi south; "Fifty" was over two hundred pounds ahead.

He had wangled his way into the 'wavy' Navy at the beginning of the war and was in

command of one of the launches; to me he didn't seem to have changed in the least; all the old bounce and confidence were there: life on active service in command of a fast launch was a series of challenges.

The launches did their hunting in pairs, and "Fifty's" opposite number was a Lieutenant Fergusson, a Reservist who owned what was alleged to be the thickest and deepest black beard in those latitudes. The rivalry between the two skippers in the matter of locating and accounting for U-Boats was intense.

I was present one evening when "Fifty" said to Fergusson:

"Listen here, Fergie, my chaps are tired of being insulted by the presence of your scavenging oafs on joint operations. We will one and all, man and boy, individually and collectively bet our beards that we will locate and sink the next intruder before your morons have got out of their cots."

"You're on," said Fergusson. He thrust his spread fingers through his bushy growth and added: "I'll clip yours with my own fair hands, sonny, and so on down the line, rating for rating. Right?"

"Right," said "Fifty."

Two days later the launches returned in the late afternoon and an extraordinary ceremony took place on the small jetty: the two crews lined up facing each other, they were armed with pairs of scissors, clippers and razors. "Fifty" tossed a coin.

"Heads," said Fergusson.

"Tails it is," said "Fifty." "We bat first."

He then proceeded to clip one side of Fergusson's magnificent beard, each member of his crew did likewise to his opposite number. There was a great deal of profanity from the victims and much ribald comment from the

spectators.

When the last of "Fifty's" crew had finished his assignment each member of Fergusson's crew stood in the bright African sun with one half of his beard sheared away, from hair line down to the middle of his chin.

"Fifty" carried out a thoughtful inspection.

"Starboard growths accounted for," he said.

The tools were exchanged and Fergusson and his men got busy on "Fifty" and his men. The same solemn process with even more bad language. Tufts of beard, black and brown and bright ginger floated down on to the jetty as the clippers and scissors got to work.

In his turn Fergusson inspected all down the line and pronounced:

"Port growths cleared away. Honour has been satisfied."

I heard the full story later at the Oleander Club. Both launches had located the same U-Boat at the same time: it must have been equidistant between them. Both lobbed their depth charges simultaneously on converging courses. There had been all the tell-tale marks of a direct 'kill'.

Each skipper had claimed the credit and the beards of the opposite crew. The compromise had been "Fifty's" suggestion: each to claim half the other's beard.

There was a little awkwardness the next morning when a Senior Naval Officer arrived out of the blue from Freetown and wanted to know what the so-and-so the motor launch crews thought they were up to, walking around with half a beard per man. And so on. I don't think anyone ever told him. A few days later I was moved across to Durban and I never met "Fifty" again, but I believe he was still a Lieutenant when the war ended.

M.C.



# An Electronic System for Bus Running Control.

An electronic system designed to aid London's buses to overcome the effects of traffic hold-ups has recently been demonstrated by London Transport.

The device is known as "BESI" (Bus Electronic Scanning Indicator) and will enable each bus on a route to transmit an identification number.

The overall view of the buses gained by the electronic method will enable the controllers to take quick remedial action when a route's regularity is upset through traffic.

The main difficulty in operating a regular bus service through the congested streets of a city is the lack of knowledge where individual buses are at any instant of time, and whether any acute congestion has built up in any particular area, but to give a complete picture of bus operation on London Transport entails the tracing of some 7,000 buses operating on some 500 routes.

A variety of schemes have been tried out, including magnetic scanning and local radio intercommunication, but bearing in mind the cost involved to cover the whole of the London Transport area, a simple optical system has finally been chosen.

The scheme which is now in process of development consists of a number of check points along each route which, by electronic equipment, reads the number of each bus as it passes the point and transmits it over telephone wires to a central location, where it is displayed on a panel and finally will be recorded on a chart. When each bus passes the next check point the number will be recorded on another panel and cancelled on the first, so that in effect each panel will contain the running number of each bus between the two boundary check points.

Numerically, the largest item will be the equipment necessary on each of the 7,000 buses, and for this reason this item has been designed so as to be as cheap as possible; moreover, equipment on a moving bus is difficult to maintain so that it was decided only a form of reflecting plate would be suitable.

Some of the other more important factors that had to be considered in the design of the system were as follows:-

- (a) The equipment designed to facilitate quick and easy changes of route and running number.
- (b) The bus equipment in no circumstances to interfere with the ordinary functioning

of the bus, or its crew.

- (c) The road-side equipment easily installed and maintained.
- (d) The System capable of being operated by day and by night, over a range of bus speeds from one to thirty miles per hour.

## General Description.

The pilot system is now being tried out in service on a bus route which has been divided into four sections each with a scanning equipment for reading in either direction.

Each bus running number has been coded into a binary number and this has been reproduced on a plate containing reflectors for each digit, and a corresponding blank for each zero. The plate has been placed on the nearside of the bus towards the front, above the driver's cab.

The scanning equipment has been erected at the same height as the bus plate and as near as possible to the roadway, either on a post at the pavement edge, or where the sidewalk is narrow, on a convenient point on the building line.

The equipment consists of a source of modulated light focused on to the plates of the buses, and a further optical system to receive back the reflected light. As each reflector passes the beam of light, the reflected light falls onto a photo-electric cell and the resultant pulses are amplified, shaped and transmitted by line to the control point.

At the control point, the incoming pulses operate relays which will build up the binary number of the bus, and when completed, will close the circuit, causing the actual running number to be illuminated on the check point display panel.

The panels of each check point are so wired that as each number comes up on one panel, the number on the previous panel is cancelled. The general layout is shown diagrammatically in Fig. 1.

## Bus Equipment.

As stated above, the equipment mounted on the bus consists of a plate containing reflectors representing the running number of the bus in binary form.

There are several problems to be overcome in designing the plate. Firstly, there is the difficulty of recording buses travelling at any speed between one and thirty miles per hour; secondly, there is the variation in the height of the reflectors, due to the loading of the bus,

and, thirdly, there is the variation of angle of the reflectors from the vertical due to the position of the bus on the camber of the road as it passes the scanner. Added to the above is the requirement that the plates must be of reasonable size, not only for handling purposes—as they are changed every time a bus alters its running number—but also because there is little space on the bus not already occupied by destination blinds, advertising spaces and windows. Moreover, the plates must be placed at a height, well above the level of pedestrians on the sidewalk and, maybe, cars parked at the kerb.

The most suitable form of reflector has been found to be the type used for road signs, generally referred to as 'cats eyes'. These are  $\frac{3}{8}$ in in diameter and can be designed for a very narrow reflecting field and negligible scatter.

To compensate for varying speeds of the bus, the plate is produced in two parts, the upper half being a complete row of reflectors to form a timing base—plus one additional one at the end to act as a clear down unit. The lower half is placed 10in lower, and exactly in line vertically is the binary code plate. The horizontal spacing between each reflector is 2in, which has been found satisfactory for timing purposes up to at least forty miles per hour, leaving a reasonable margin for normal bus operation.

To compensate for both loading and camber the reflectors are mounted in pairs, one above the other at 1in centres.

As previously stated, these plates are fitted towards the front of the bus on the nearside, above the driving cab, and are fitted into slots, and in this position will not interfere with the mechanical washing equipment nor with normal operation.

### Scanning Equipment.

At each check point a scanning equipment must be installed at each side of the road to register the flow of buses. The scanner unit

is mounted so that the buses pass within about 12ft of it, as above this distance the angular displacement of the light becomes increasingly difficult to accommodate. In addition, if the spacing from the kerb becomes too great, there is the danger of a parked lorry completely masking the scanner. Sites, therefore, are selected where the road is narrow, or its width restricted due to a pedestrian island. As the scanner unit itself may need to be pole mounted, this is made as small and light as possible. The relays and other circuit equipment are mounted at suitable positions as near as possible, either by space within a building or, if necessary, in a street box mounted on the pavement.

The scanner is designed to reject all signals other than those contained in the reflectors, particularly the gold lettering and other reflecting vertical lines often seen on trade vehicles.

It must also work in bright sunlight as well as on dark nights—it is also hoped that it will operate so long as the buses themselves can be operated in a fog.

The scanner (shown in Fig. 2) consists of a light source consisting of a 12v, 36W lamp, which is focused by lenses and passed through slots on a rotating disc, the number of slots and the speed of its rotation results in the light being modulated at 3kc/s. These light pulses are passed to two mirrors set at right-angles, which divide the beam into two, and by further mirrors deflected one on to the time-base plate and the other on to the coding plate on the bus itself.

The light reflected from these plates is passed into the scanner once more and focused on to two photo-sensitive transistors which transform the light pulses into electrical pulses which are then passed to resonant amplifiers. These reject the effect of all extraneous incoming light not associated with that sent out by the instrument's lamp at the controlled frequency, and therefore not part of the bus identification.

Neither the 3kc/s modulation nor the waveform of the resulting signals would be suitable for operating the telephone-type circuits which follow, so that they are passed into pulse shaping transformers where a square wave shaped pulse is produced from each signal from the reflectors.

The pulses from the time-base plate are now paired with those of the code plate by feeding them to cold-cathode valves, and when both

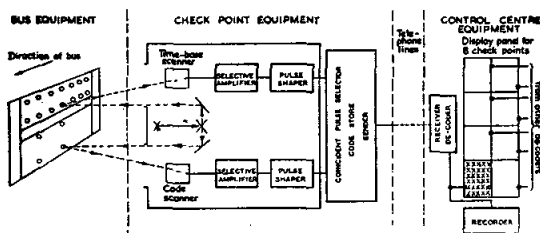


Fig. 1. General arrangement of the Equipment.

time-base and code valves fire together, rays are operated, thus storing the code so formed.

As at least two scanners, and maybe more in busy traffic centres, will share the telephone line to the control centre, the code is stored by the relays mentioned above.

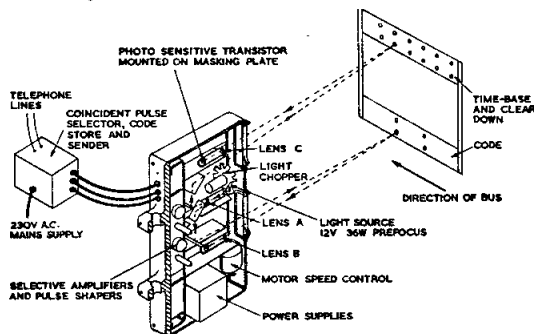


Fig. 2. Arrangement of the scanner.

The stored binary number at the scanning point is fed into the line, as soon as a clear channel is available by normal pulsing procedure, and the pulses are again stored on relays at the centre, and when built up energize the lamp with the running number corresponding to the code.

### Control Centre Equipment

The control centre will have a series of panels, one for each scanner position. These panels will have a display of lamps, each lamp having printed on it the running number of a bus operating on the route being scanned. As each bus progresses from scanning point to

scanning point, so the lamps will light, signifying between which pair of scanners the bus is located at any instant of time.

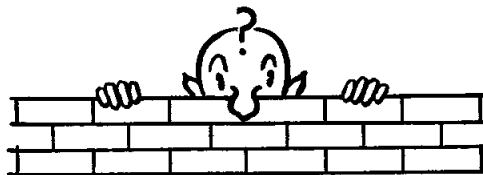
In addition to lighting the indicating lamp, a recording pen mark can be made on a chart moving forward on a scale of time, which forms a permanent record of the time each bus enters the section, and hence the regularity of the service; alternatively, the information can be recorded in punched tape form.

The characteristic of the final relay illuminating the lamp is designed so that if two lamps are in circuit at the same time, as when a bus passes from one scanning zone to another, the current demand causes the voltage to drop and the previously energized relay drops off, leaving the subsequent relay in charge and only the single up-to-date indication left on the appropriate panel.

The equipment is in its primary development stage and there will no doubt be many improvements to be made over the next few months, but it is expected that it will at least enable some improvements in service regularity to be achieved in spite of the extremely difficult conditions which have arisen as a result of street congestion.

The device is covered by provisional patent application No. 33758/57. The whole of the equipment has been designed and developed at the Executive's Electrical Testing Section at Wood Lane, under the direction of Mr. T. S. Pick, the Chief Electrical Engineer.

[Reprinted by courtesy of Electronic Engineering.]



Wot - No Buses ?

May, 1958

## “Satellites and the Radio Amateur.”

(Tracking Sputnik II at the Headquarters Station of the R.A.F. Amateur Radio Society G8FC).

The Headquarters Station of the R.A.F. Amateur Radio Society, at Locking, was taken rather by surprise by the news of the launching of an artificial satellite by the Russians on the morning of Sunday, 3rd November, 1957.

This surprise, shared by the rest of the Western world, was increased when it was found that the Russian satellite, contrary to international agreement, was radiating signals at frequencies of 20.005 mcs. and 40.002 mcs.; an international agreement made before the launching had indicated that the satellite would radiate signals of approximately 108 mcs., and preparations had been made at Locking for observations at this frequency. News of the launching led to hurried preparations, and within 2½ hours sufficient equipment had been assembled for initial observations to begin; this equipment was added to during the first 48 hours, and by the fourth day of the obser-

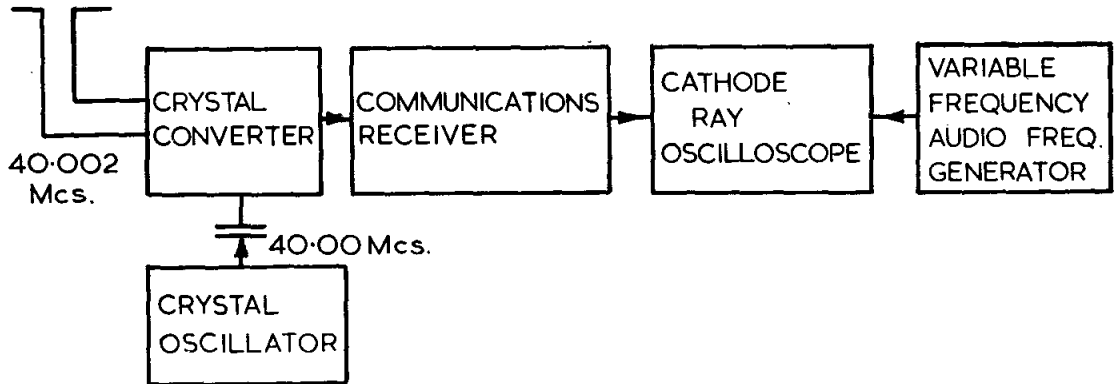
vers were satisfied with the accuracy of their method and the reliability of their equipment.

The observation carried out on the satellite was that of measuring the rate of apparent change of the satellite's radiated frequency as it passed from one horizon to the other, i.e. The Doppler Frequency Shift; this observation required an accurate method of measuring both time and frequency. The measurement of time was done by using a chronometer with a large seconds sweep hand, this clock being set up and checked during the period of the observations against W.W.V., an American standards station which radiates time and frequency checks continuously.

The measurement of the Doppler Frequency Shift was done by using normal receiver heterodyne methods, and visual indication was afforded by lissajous figures on a cathode ray tube.

An outline of the method and the apparatus is given below; it should be noted that these measurements are all made on the 40.002 mcs. signal radiated by the satellite.

### BLOCK DIAGRAM OF THE APPARATUS



The continuous wave signal emitted by the satellite on 40.002 mcs. was received by a dipole orientated N—S, and this was fed into a crystal converter; the output of the converter, at a frequency of 3.000 mcs., modulated at 2 kcs. was fed into a communications receiver and the detected output fed into the X-plates of a cathode ray tube. The Y-Plates of the cathode ray tube were connected to an accurately calibrated audio signal generator.

The observations, which occupied approximately 17 minutes in each orbit, consisted in adjusting the Audio-Frequency signal generator so that a circle remained in the cathode ray tube throughout the periods of the satellites' passage; this involved continuous adjustment of the Audio-Frequency generator as the apparent frequency of the satellite changed.

Readings of the Audio-Frequency generator output were made every 10 seconds during the



satellite's passage, and a graph of these frequencies against time was plotted. The results were then sent to a central co-ordinating agency situated at the Norwood Technical College, London, for investigation and subsequent analysis.

The observers at Locking were visited during the period of their operations by members of the press, and some interesting

publicity followed.

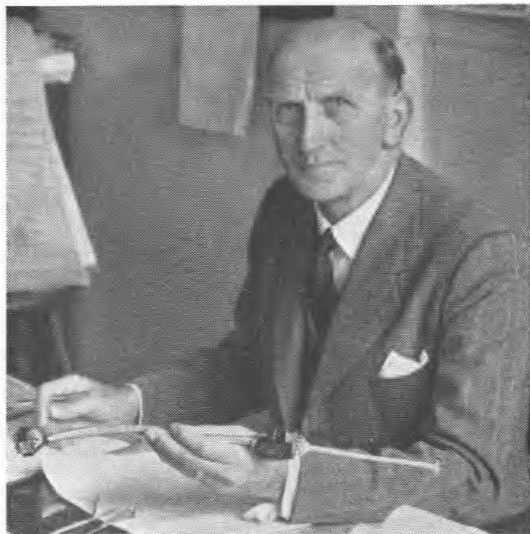
As to the overall success of these activities, this can well be judged by the fact that Locking continued taking observations for 7 days at the request of the Cavendish Laboratory at Cambridge; this period was well beyond the normal 48 hours expected of most amateur observers in this country.



## Locking Notabilities. Mr. C. A. CLEVERLY, M.B.E., Civilian Supervisor

Mr. Cecil Albert Cleverly joined the Royal Engineers as a sapper in August 1914, and after training at Chatham was posted to France with a field company on March 6th, 1915.

He saw much of the fighting on the Western Front in the battles that have now become part of our history. Arras, Ypres, Armentières, the Somme; in 1918 he was severely wounded and was later invalided out of the service.



In May, 1923 he was accepted as a civilian instructor in the R.A.F. under the 'Trenchard Scheme', and was posted to R.A.F. Flowerdown where he became one of the original band of six instructors who were to give such long and distinguished service to the R.A.F.. From those early days at Flowerdown

Mr. Cleverly remembers among the Station Commanders, Group Captains Warrington Morris, Peel Ross and Godman, among the Chief Instructors Squadron Leaders Leedham, Cassidy and Gregory; he still recalls Flight Lieutenant A. J. Adkins, Warrant Officer G. Baker, Flight Sergeants J. Smith and Pearson—the latter with his precious portable set of chessmen; these are but few of the many.

He remained as an Instructor at Flowerdown until the move to Cranwell in August, 1929; in those days Cranwell was honoured by a number of Royal visits, and there was much interest shown in the work of the Apprentices as well as in that of the College.

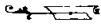
From his long and very active period at Cranwell (over twenty years) Mr. Cleverly still recalls Group Captains Verney and Gordon Dean, Wing Commanders W. Dunn and J. Smith, Flight Lieutenants Moody and Bezell, Sam Huggar and "Brummie" Hart.

With the approach of the Second World War there was a considerable expansion in the Radio trades; more instructors, pupils and trainees from all allied nations—even members of the W.A.A.F.

In 1943 Mr. Cleverly attended an Investiture at Buckingham Palace to receive the British Empire Medal from His Majesty King George VI. In 1952 came the move to R.A.F. Locking, to No. 1 Radio School where Mr. Cleverly fills the post of Civilian Supervisor in No. 4 Training Block and continues to give the benefit of his long and comprehensive experience to the new generation of trainees.

Both in the service and civilian life there are many indeed who remember Cecil Albert Cleverly with gratitude and esteem; his contribution to the Service has been of the highest order.

## Slugging Away.



There are two sorts of gardeners: the sane and the insane. The former are multi-motivated, the latter, mono-motivated. Hard and earthly exercise - "terrestrial flagellation," the desire to outgrow the plants of the people next door - "competitive neighbourliness," the economic incentive—"greengroceral independence," the primitive wish to return from whence we came—"id" and the fact that M.Q. gardens have got to be cultivated—"Service welfare;" these are all single motives; the fanatic will be fired by only one of of them, the balanced gardener by a number.

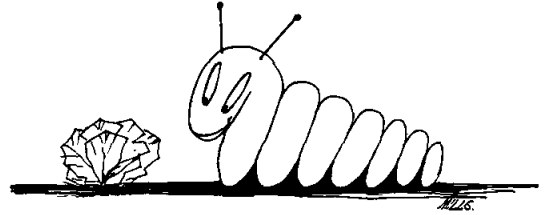
Looking back to the beginning of my gardening career, I was certainly in the sane group. But now I am a horticultural madman. What unique impetus has taken command then, where once many happily co-existed? I place the blame on the slimy shoulders of the slug. Slug, the most un-euphonic word in the language. He is the cause of my decline, and my only reason for gardening now is to wage perpetual and total war against him. The tale I will tell is of the stuff of tragedy, the story of a man who lost his soul to the slug.

It was spring, I was young, the world at my feet; all I had to do was to dig a little bit of it and I had a garden. As an inheritor of the Cobbett tradition this back-to-the-land activity appealed to me, and soon the virgin green gave way, before tumbling sod, to rich dark earth. As I sowed the little seeds I thought of Wordsworth's verse on the goodly influence of Nature on man's spirit; all creatures were my brothers, yes, even Brother Slug, whose silver trail I did perceive on the garden path.

Ah, but something has nibbled my little lettuce; something has munched my baby beans; and as for my precious peas, they just didn't have a chance. With masterly deduction, I diagnosed the cause to be the slug. He was no longer Brother Slug. The skirmish had begun.

Now let's be scientific about this. I bought "Slug-em" powder, "Abol-slug" liquid, "Slug-Anti" bran, "Slugger" grains. They liked it; word got around: I was invaded. Oh yes,

many were killed, but for everyone dead, two came in, and the only people who benefited were my neighbours. I must make my garden a fortress and dig a moat, filling it with soot and ash. I dug my moat, one foot across and six inches deep, during which time the invaders nibbled and died, and nothing further was planted. Six inches deep! What folly! "Six feet, mate, and you might stop 'em, nothing less." Oh no! Me third lot of lettuce, gone!



Despair characterised my mental state, despair tinged with panic, as I realised the year was drawing on and lettuce were now two a penny in the shops, and I hadn't one, single, unchewed head. Then one Sunday afternoon, I remember it well, it began to rain. The atmosphere was warm and damp, just how they like it. I couldn't stand it any longer. I was out of the house, hoe in hand, and among them, lashing out wildly, chopping everyone in sight, laughing hysterically, and their innards oozed upon my lawn. I left that field of carnage a changed man; I was now caught up in a life-time battle. I had tried science, strategy and slaughter to no avail against their predominantly nocturnal raids, I rigged up huge arc lights to fool them into thinking it was day, but their noxious excretions soon dissolved my flex, and although some hundreds were electrocuted, my electricity bills brought me to the verge of ruin. I even wrote to the Pied Piper of Hamelin, but he said he had enough rats to keep him going for the next twenty years. I can't wait that long.

But I've still a trick or two left. My latest gambit? I'm just off now to see a man about some badgers, for the badger regards the slug as a delicacy. So if of a warm summer's night you hear the sound of the horn and a sharp "tally ho!" you will know it's me, out with my pack; we'll be rooting and sniffing them out.

Yes sir, that's what I call gardening.

P. P.

## Locking Sporting Personalities.

FLIGHT LIEUTENANT J. J. EVANS, B.A., Station Education Officer.

When Flt.-Lt. Evans came to Locking in February, 1955, he was already an established Welsh international fencer. Since then his success in both civilian and Service competitions has brought much credit to himself, the Station and the Royal Air Force.

He started fencing at fifteen at a youth club in Cardiff, and this early training stood him in good stead at the University College of Cardiff, which he attended from 1950-1954. In between history lectures, he was finalist in the University Athletic Union Championships in 1953 and 1954, fencing épée, and in the 1954 final fencing foil. He captained the University team from 1951-1954, and in his last year was awarded the "Sportsman of the Year" Trophy by his College. This latest honour was also based on his appearances in the squash and tennis teams, sports which, of necessity, had to be somewhat neglected owing to fencing commitments. In 1954 also he represented the Universities Athletic Union.

During this period, he was trained by the Welsh coach, Professor G. Reynolds, and he soon began to appear in the Welsh National Team. He was first selected for Wales in 1952, and the following year was runner-up in both foil and épée in the Welsh Championship. In 1954 he was Welsh sabre champion and was appointed Captain of the Welsh team for international matches, a position he has also held in 1956, 1957 and 1958.

In 1954, Flt.-Lt. Evans came into the Royal Air Force, and within one season had fenced for the Station, Command, the R.A.F. in the Inter-Services championship, and for the Combined Services Team against the All-England Fencing Club. In 1955 he was third in the individual foil championship of the Inter-Services foil championship, winning all his six fights; in 1957 he was again in the winning team. During those years he was also seventh and fourth respectively, at the Royal Tournament, fencing foil.

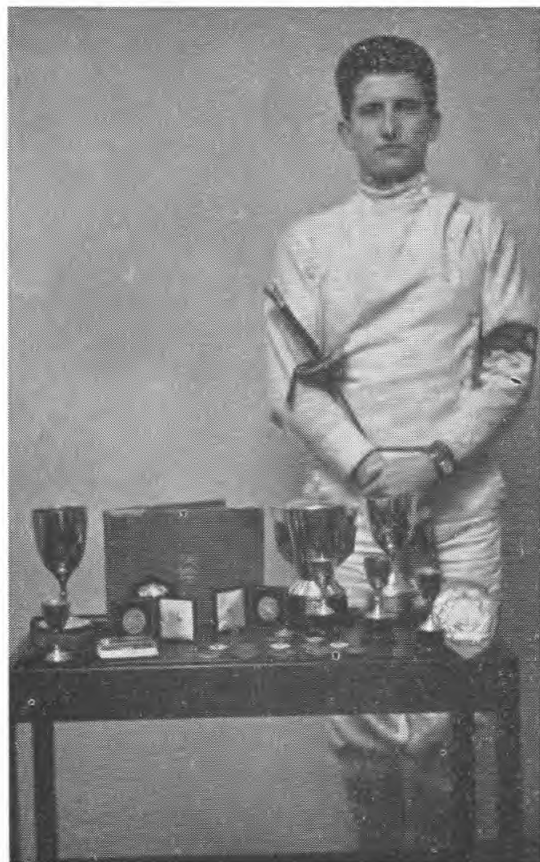
In 1955, 1957, 1958 he was both Welsh and Somerset foil champion, captaining Somerset during the 1956-57 season, as well as Welsh sabre champion in 1957. The following year he was placed third out of 160 competitors in the British Junior foil championship, and in March he came sixth in the British National Open championship, again fencing foil. This latter achievement is undoubtedly his best

performance.

It is thus not surprising that fencing is now a major sport at Locking. Flt. Lt. Evans, and Fg.-Off. Holt of 1 Wing, have provided the nucleus of the Station team who were R.A.F. Inter-Unit finalists in 1956 and 1957, and who in the latter year represented the R.A.F. in the Inter-Service Inter-Unit competition. Many local honours, such as the West of England épée championship of 1956, have also come to Locking. Both have done a great deal of coaching to produce the balanced team necessary for success.

This year the British Empire Games are held in Cardiff, where Flt.-Lt. Evans started his outstanding fencing career. We all hope to be following his progress with the keenest interest.

P.P.



## Our Iranian Visitors.

CAPTAIN HUSSEIN SOROUDI

Capt. Soroudi is the senior officer of the first post-graduate class of Iranian Officers and N.C.O.'s to take a radar course at Locking. From High School he went to the Iranian Military College which prospective officers of all Services attend for three years. He graduated to the Iranian Air Force in the Radio Communication Branch.

During his second tour of duty which lasted five years, he was appointed head of the Iranian Air Force Sports Board. He did this job in the afternoons after duty hours, and from the following account of his sporting career it will be obvious why he was chosen for this post.

He has been Captain of the Iranian Basket Ball Team from 1946, and has thus taken part in the London, Helsinki and Melbourne Olympic Games. He was, moreover, Captain of the National Soccer Team from 1954/57, and he is also National Volley Ball Captain. When the captaincies of the Iranian Air Force and Combined Services' Team are added, then Capt. Soroudi's abilities and achievements are placed in full perspective.

His sport has taken him to the Olympic capitals mentioned above, to Delhi in the Asian Games in 1952, Istanbul in the International Forces Basket Ball Championships of 1951 and 1952, and to Italy, Pakistan and Afghanistan in various representative soccer matches. In 1954 he went to the United States for a one-year course in radio communications, and he played for Scott Base at both basket ball and volley ball.

He came to Britain in February of this year for the second time, and to Locking for his introduction to radar. During the first five weeks of their course our visitors improved their English in 3 Wing General Studies section and Flt.-Lt. Proud, the Officer i/c Basket Ball, quickly became aware of Capt. Soroudi's eminence. He was soon playing in the Station Basket Ball Team, and everyone in the team has learned much from him. A particularly

able and enthusiastic coach, he has improved many of the weaker members of the Station Basket Ball Club; he captained the Bristol League Team against the Cardiff League in March. Such is his ebullient personality on and off the court that he is already well-known in Bristol. We know him as a generous and amusing companion on our journeys to local matches.

Any visitor to another country is an ambassador, and Captain Soroudi during his time with us has done his country nothing but credit.

P.P.



## “Ye General Salute - Presente Ye Your Pikes”

An ancient document in Norman - English script came to light recently during repair work on the foundation posts at Station Headquarters, on the site of the “Old Keep” of Castle Locking (circa 1025 A.D.)

The parchment was carefully transferred in its leaden casket to 3 Wing General Studies. The erudite paleographers of that Academy applied themselves with great diligence to the task of translation. They have endeavoured to keep the vigour and polish of the original Saxon Norman language, while rendering it comprehensible to the ordinary reader. We place the fruits of their research before you.

EDITOR.

Once upon a monthe in the morne of Saturne,  
Following in a righte regular patterne,  
By the juste order of oure Castle Commander,  
We holde a righte merrie Military philander.

From Castle Keep quarters the newes starts its travilling,  
And ye erks in the Courtyard do take up their cavilling,  
But a stop is soon placed for to curbe their gurling,  
By gallante Lords, Ackrille, Linnarde and Stirling.

Each stoute retainer with tweye hauberks is kitted,  
And his nombre one chainmail is anon duraglitted.  
And worthi Knights, ye court's cracke riders,  
Hie to the heerdresser, for ye shorte backe and siders.

And so on the morne, everichon rises righte earlie,  
To partake in the occausion that cometh twelve yearlie.  
Yea, everichon into ye courtyarde doth enter,  
Ye Baron hath bidden a hundred per center.

We steppe into place to sackbut andante,  
Then are proven moste justely by ye parade Adjutante,  
Dom Linnarde doth appear, lest our minds meander,  
And thus we receive our Baron Commander.

Our accoutrements are given a forthreet inspection,  
To ensure that ye hinges are oiled to perfection,  
And if ony Pike hath some ruste camouflaged,  
Ye bolde Sheriff Mahoney shall see that he's charged.

And so we manoeuvre by echelons in columne,  
Sphering oure orbes in an een-right moste solemne,  
Passed yon highe plinthe of loyal salutation,  
Stepping to ye Pipe and Drum modulation.

So ye warriors of Britain, ye airmen divers,  
Ye apps and ye mechs and all parade scivers,  
When thinking conditions of service are shocking,  
Reflect on youre forbears at Ye Castle of Locking.

P.P.

## No. 3 Wing Notes.

The training of Fitters and Mechanics went on apace during the year and a total of 2,664 airmen, comprising 1,803 Mechanics and 861 Fitters passed their courses. Training was considerably affected by the serious outbreak of influenza which occurred in September; this however, fortunately subsided in October and training was once again resumed normally.

There were several administrative changes during 1957, amongst them being the departure of Squadron Leader Froud, Squadron Leader Hooper, D.F.C., and Squadron Leader Haddon, D.F.C. In their places as Officers Commanding the Wing Squadrons, Squadron Leader Bridges, D.F.C., Squadron Leader Exton, D.F.C. and Squadron Leader Hastie took over command of the Squadrons.

No. 3 Wing personnel took a prominent part in all station activities both in the ceremonial and sporting fields. During Battle of Britain Week trainees participated in the March Past through Weston-super-Mare, following a Commemoration Church Service in the Parish Church

At the request of the Royal Air Force Association a Battle of Britain parade was held at Taunton on 15th September. The Parade Commander was Squadron Leader H. M. Exton, D.F.C., with the Detachment Commander being Flying Officer G. Jenkins. Fifty-six airmen of "A" and "B" Squadrons marched through the streets of Taunton and attended divine service at St. James Church. On return from the Church, the Salute was taken by His Worship the Mayor. The standard of ceremonial drill was extremely high and a congratulatory letter was received from the M.P. for Taunton.

No. 3 Wing personnel continued to be well represented in Station sporting activities and as usual gave an energetic support in all fields

of sport. Station Sports Day held in "blazing" July, was almost a "wash-out," torrential rain spoiling several events. Despite the appalling conditions, A.C. Earle put up a fine performance in the one mile race and created a new Station record. Amongst other promising athletes, A.C. Johnson was prominent as a javelin thrower and was selected to represent both the Royal Air Force and Combined Services. A.C. Neate continued turning out fine performances on the rugger field and played a good game when selected for the Royal Air Force.

However, what matters most, perhaps, is not individual performances, but the excellent spirit which prevailed amongst No. 3 Wing sportsmen and their supporters.

The cricket season came to an end during the first weeks of September with the finals of No. 3 Wing Inter-Flight Competition. These were won by No. 14 Flight who beat No. 7 Flight by 9 wickets after a very good game.

In the finals of the Inter-Flight Tennis No. 12 Flight were out-played by Admin. Flight, eventually losing 9-1.

One of the firmly established social events of No. 3 Wing calendar is the Monthly Dance. The dances are held in No. 3 Area N.A.A.F.I., which is specially decorated for the occasion by the members of No. 3 Wing. Non-stop dance music is provided throughout the evening, being played by a local group of musicians and also from gramophone records during the supper interval. Spot prizes are given away and on the whole the evenings are a great success. Indeed, the dances have become so popular that both the young ladies of Weston-super-Mare and the members of No. 3 Wing are asking for tickets one month in advance.



## A Three Wing Selection.

Three Wing is heterogeneous: that is what makes it interesting. National Servicemen, short term regulars, long term recruits, airmen beginning their careers, airmen remustering: this is the material of 3 Wing.

Senior Aircraftman Boulton—Class Leader of G.R.M. Nav. (M) 40.

S.A.C. Boulton comes from Throckley in Northumberland, and joined the R.A.F. in June, 1953. He was an apprentice fitter in civilian life and doubts whether he would have chosen a long-term Service career had it not been for National Service. He is now on a twelve-year engagement, and hopes to extend to the maximum term.

As a member of the unit, he is posting to Blyth where his duties will be to bomb and boat turn and repair.

Having completed his course in Glugor as

launch on rescue work and refuelling Sunderlands. He particularly liked the happy atmosphere of the small unit, which he attributes to the sense of self-discipline and responsibility involved in the work. His tour lasted from February, 1954, to November, 1956, and he seems to have enjoyed it immensely.

He was next posted to Blyth, near his home. The unit was engaged on rescue operations and helicopter exercises, which demanded continual training and practice. While he was at Blyth, the Station won the Command General Efficiency Trophy.

After a brief attachment to R.A.F. Brookwood in Surrey, he decided to remuster as a Ground Radar Mechanic, as career prospects in his town trade seemed limited. He is now the Class Leader of Class G.R.M. Nav. (M) 40, and eventually hopes to take a fitter's course in the advanced trade group.

Ambitious, and with an intelligent approach to his Service life, S.A.C. Boulton should do well in his Service career, and we wish him the best of luck.

*PHOTO!*  
*Trained in 3 wing*  
*1/0/E*  
*(LH)*  
*Review Vol 1 Nov 1958/4*



A/C Lunn (GRF R57)

A/C Dummett (GWM (C) 333)

S/A/C Boulton (GRM (C) 46)

## A Swim before breakfast.

Unlike James Thurber, I am not a lover of dogs, or, to be quite truthful, I am no longer a lover of dogs. For I have been deceived and my former vision of passing into comfortable middle age with my pipe, my warm slippers and my faithful hound at the fireside has been shattered beyond all hope of repair. The whole thing has left its mark upon me, and my nightmares are still of the canine variety.

It happened some years ago when I was taking a holiday at one of the more select English 'Ici on parle Francais' coastal resorts. I have never been a particularly athletic type, but what I have lacked in skill I have tried to make up for in enthusiasm, thus it was my habit when on holiday to indulge in an early morning swim, whatever the climate. This served a double purpose, inasmuch as it gave me a hearty appetite for my breakfast, and it also gave me that subtle air of eccentricity, so dear to the English bachelor. I would bustle into the dining room, glowing with vigour and vitality, acknowledging the admiring glances from the ladies and smirking at the envious but puny men. The rest of the day I could afford to waste away, idling in a deck chair with a newspaper over my glowing cheeks.

And so my holiday progressed until that fateful day when I met the little white dog. He joined me at the water's edge as I emerged from my solitary dip and trotted alongside me as I sped across the sands to my small bundle of clothes. During the next few days we became inseparable companions. He would meet me first thing in the morning, wait for me while I ate my meals, and sit contentedly beneath my deck chair for the rest of the day, licking the occasional ice cream cornet and biting the occasional ankle that passed too close to my chair. I became quite attached to the creature, and our holiday together was going splendidly.

But the reckoning was at hand, and I go hot and cold with fury and shame when I think of the deceitful trick that the brute played upon me.

The day of tragedy was one of those cold, grey, nauseatingly English summer days, and for all my enthusiasm, I did not feel inclined to fling myself into the murky sea. However, stung by the taunting glances of my jaundiced companions I ventured out into the cold morning in the direction of the beach. It was only after I had stripped and was thrashing my

numb, blue legs through the icy water, that it struck me that the dog hadn't met me outside the hotel. Sensible fellow, I thought to myself. My dip was of the briefest nature. I dragged myself back up the beach, chilled to the marrow, making a mental note to move to another hotel where my eccentricity was not so firmly established.

I reached the spot where I normally left my clothes; there was nothing there except my long sleeved vest, made of excellent Welsh flannel. The shock almost killed me. I made a frantic search of the area in the futile belief that in my haste to undress I might have thrown my garments far and wide. It was a forlorn hope. The beach was deserted except for the vest which was beginning to look obscene. My shock turned to anger as I realised that some idle beachcomber had stolen my clothes, and my anger turned to hot flushing shame when it dawned on me that I would have to return to the hotel clad in my flannel vest and my striped swimming trunks. I looked down at my white trembling knees, by no means my most attractive features, and shuddered as I thought of the mocking smiles and the raised eyebrows of my fellow guests at the hotel.

By the time I reached the harbour road a weak sun was beginning to shine, and the cursed holiday makers, determined in their pinch-penny-British fashion to enjoy themselves at all costs, were slowly filtering towards the beach. It is difficult to be inconspicuous in a flannel vest even at a holiday resort, and I fear that better men than I would have been unnerved by the glances, the pointings, the titters and the bellowing laughter which greeted me, as I walked, looking neither to the left nor to the right, along the main street. At last, unable to bear it for a moment longer, I broke into a gallop, and dashed headlong through the streets to my hotel. Twice through the swing doors in my haste, past the astonished receptionist, up the stairs and into my room, where the screams of the maid echoed madly as she fled from the horror that stood panting and dripping in the middle of the floor.

I packed my bags, paid my bill and left, making my way towards the railway station where I intended to take the first train, no matter where it would take me. And then, I saw the dog. He was trotting along the pavement on the other side of the street, looking at



me out of the corner of his eye as he shook and ripped a bedraggled rag which I recognised as my shirt. There was something diabolically evil about him as he turned and stared defiantly at me. He knew he had beaten me, and he knew that I knew, and he ripped the

other sleeve from the shirt.

So when I read stories by idiots who drivel about the courage and the faithfulness and the intelligence of dogs, I sometimes bang my head upon a brick wall.

J. J. E.

## RADIO EX-APPRENTICES SOCIETY.

I have in front of me the last three of the Society's articles written for the LOCKING REVIEW and my first thought is "doesn't time fly" because here I am writing the notes for the fourth annual issue. I must say that the response to the request for articles has not been overwhelming, perhaps the radio types are so impressed by the Official Secrets Act posters that they just "won't talk". There must be many interesting things that happen to the radio ex-apprentice that the others would be very keen to read about; as the old saying goes "There is a book in everyone", but we don't want the whole book, just an interesting article. The details of the type of article required are in the previous issues. The special tie has sold well and there are now several hundred in circulation, any radio ex-apprentice who passed the course and who cares to write to me enclosing a P.O. for eleven shillings plus sixpence postage can have one. Also available are large squares of silk to the same pattern which can be made into scarves at 23/- and cravats from 25/-. No 1 Radio School Blazer Badges can be obtained from 14/-. There are still insufficient names for making up a register but details are coming in and we hope that next time.....!

Flt. Lt. E. C. HARGEST, D.F.M.  
Secretary

## PRESENTATION OF BOOKS BY THE AIR MINISTRY

### to the civilian Schools attended by Apprentice Prize Winners

Apprentices can now earn book prizes, not only for themselves, but also for the schools from which they came.

A scheme has this year, been inaugurated by which a book is awarded by the Air Ministry to the civilian School attended by the apprentice in each entry who obtains the highest aggregate marks (in trade, education and general subjects) and another book in respect of the apprentice who obtains the highest marks in educational subjects.

The first books to be so presented, in connection with No. 1 Radio School, are in respect of the 80th Entry in which Corporal Aircraft Apprentice TUCKER, D. K., from the **Portsmouth Northern Grammar School for Boys**, gained both book prizes when the Entry passed out on 1st April, 1958. (A similar scheme has been started for Boy Entrant Training.)

## THIS WAS THE PUZZLE IN OUR LAST ISSUE : TO KEEP YOU THINKING

A midget lived on the top floor of a five store building. He seemed an odd fellow, apart from being a midget, for he always used the stairs in going up to his flat but invariably came down in the lift. But he was not so queer as you think. Why?

### THE ANSWER

#### The Midget and the Lift.

It was an automatically operated lift and the bottom button, which the midget could just reach, was marked "Ground Floor".

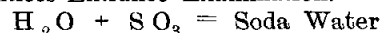
## TO KEEP YOU THINKING AGAIN

### The Wedding Present.

At a factory of 202 people, it was decided to call for a voluntary subscription to buy a present for two of the staff who were getting married. It was agreed that men should pay 3/- and women 2/3 each. As it turned out, half the men and two thirds of the women contributed. How much was raised?

### TIT BIT (For Whisky Drinkers)

Extract from a candidate's answer in the Apprentices Entrance Examination.



# “The International Geophysical Year.”

by

Aircraft Apprentice B. A. B. White (80th Entry)

This Thesis was compiled by Aircraft Apprentice B. White in the autumn term 1957, thus it will be understood that the references to satellites and expeditions in Antarctica do not purport to be up-to-date.

Each Aircraft Apprentice prepares a thesis in his final year, as part of his work in the General Studies Section.

ED.

“Scientists of more than fifty nations and with widely differing training and skills are joining together for a united undertaking. Never before, except for war, have so many of them been mobilised for a common cause.”

Luther H. Evans.

Director General,

United Nations Educational,  
Scientific and Cultural Organisation.

## HISTORY AND ORGANISATION

### GENESIS

#### The First International Polar Year.

In 1874 an Australian scientist and Naval Lieutenant, Weyphreht, on returning from an Austro-Hungarian expedition to the Arctic circle realized the importance and value of a series of simultaneous and co-ordinated observations of meteorology, magnetism and Aurora in that region.

He promulgated the idea of the first International Polar Year (I.P.Y.) which took place, after his death in 1882 to 1883.

Only twelve nations took part in this expedition. They set up fourteen observation posts in the Arctic circle and thirty-two outside to study the Aurora Borealis (Northern Lights), meteorology, magnetism and the movements and the shrinkage of glaciers.

#### The Second International Polar Year.

Fifty years later, 1932 to 1933, it was decided to repeat the 1st I.P.Y. Science and its techniques had advanced since then.

During this enterprise new techniques were used and a more extensive programme undertaken. For the first time the study of the Ionosphere was made possible, by the use of radio.

Altogether forty-nine nations took part. This number was no little achievement, since the whole project was nearly scrapped due to the world-wide slump and depression at that time.

In the year 1950 the Mixed Commission on the Ionosphere (M.C.I.) adopted a proposal by Dr. L. V. Berkner, of the U.S.A., that a third I.P.Y. should be repeated twenty-five years after the second I.P.Y. and not fifty years after. His proposal, which was accepted, was justified by the fact that science and its new techniques had advanced so much since 1933 as to warrant a repeat of the enterprise.

Wireless and radar were then being used, atomic energy had recently been harnessed.

The M.C.I. then brought the proposal before the International Council of Scientific Unions (I.C.S.U.) .

In 1952 the name of the project was changed from the third International Polar Year to the first International Geophysical Year (I.G.Y.). The reason for this being that the scope of the observations was not to be limited to the Polar regions. A governing body was also set up and designated Comité Special de l'Année Géophysique Internationale (C.S.A.G.I.).

After twenty-three national committees were set up in 1953 United Nations Educational, Scientific and Cultural Organisation offered generous financial backing.

As time passed more nations became interested in the project, for in 1954 there were thirty-six national committees, whilst in 1955 there were forty. This number increased to a number believed to be sixty for the commencement of the I.G.Y.

### ORGANISATION

#### Raison d'être. 1957/1958.

Much phenomena to be studied during the I.G.Y. are believed to be caused by, or related to, solar disturbances (flares and sunspots on the sun's surface).

So that the effects of these disturbances can be studied intensively, a time when the eleven year cycle of sunspot activity is at a maximum would be ideal.

The sunspot activity is expected to be at a maximum for the period 1957/1958. This compares favourably with the 2nd I.P.Y. which took place at a time, at, or near a period of minimum sunspot activity.

#### **Finance**

It is estimated that there will be a total cost of at least £100 million to all countries participating; about one third of which will be devoted to the study of the Antarctic.

One may really wonder if it is worth spending £100 million on such an enterprise. Without doubt it is. The economic rewards will be great but the scientific rewards will be even greater. For the first time scientists will have an overall picture of the world in which we live.

A better understanding of the ionosphere will lead to improved radio communications, knowledge of the upper atmosphere will help in the design of new aircraft and the development of intercontinental missiles, while weather forecasting will be more accurate. From the study of the tides and ocean currents it may be found possible to use the oceans as "dumping" grounds for radio-active waste material. It is also hoped that uranium ore and other valuable mineral deposits will be discovered in the Antarctica.

#### **Co-operation.**

One important feature of I.G.Y. is that about sixty nations will, it is hoped, forget political differences and unite for the purpose of scientific exploration. This may be the stepping-stone to world peace.

This co-operation will be demonstrated by the fact that all data gained will be collected at three or four World Data Centres. At these centres, observing internationally agreed rules, the information will be co-ordinated, catalogued, made available for inter-change and open to investigators at no more than the cost of typing and transmission.

The world will watch with interest the co-operation between the U.S.A. and the U.S.S.R. over their satellite projects.

The Americans announced that they were to launch a satellite which would circle the earth in a band around the earth's equator. It would transmit information on a radio frequency which would be made available to all nations.

The Russians announced that they, too, were to launch a satellite which would circle the earth in a North to South direction using a similar transmitter to the Americans. It would

broadcast on a similar radio frequency. They would also make available information to all who require it.

#### **Alerts.**

It is obviously impossible for intensified observations to be made in all branches of study for the eighteen month period of the I.G.Y. Financial and and labour problems would be too great.

To conserve the energies of the observers, so that it will be possible to concentrate them at set times, various dates have been set aside for periods of intensified research. These periods are called Regular World Days.

There will be ten day intervals of Meteorological study called World Meteorological Intervals falling at the Solstices and equinoxes.

A twenty-four hour watch will be kept on the sun's surface. This is made possible by the thirty-eight stations, girdling the earth, which will take over from stations in Western Europe, Japanese stations will take over from the American stations, and so on.

About four to six days before a solar disturbance of undue prominence, or unusual magnetic ionospheric or activities of that sort are expected to occur, an Alert is to be broadcast as a call to readiness to all those wishing to participate in special observations during a Special World Interval. If the disturbance comes up to expectations a Special World Interval will be declared and continue until an "All Clear" has been flashed from Fort Belveder, U.S.A., over the communications network of the I.G.Y.

## **EXPERIMENTS ON LAND, SEA AND AIR LAND**

### **Antarctica**

The most costly and the largest undertaking of the I.G.Y. will be the study, or survey, of Antarctica.

Altogether eleven nations will have set up approximately fifty bases in this inhospitable region for a period of two years.

Why are men prepared to spend two years in this barren, desolate land? Why are they ready to risk their lives? Why are they ready to subject themselves to conditions of extreme cold and hardship?

It is in fact said that we know more of the moon than we do of Antarctica. But due to its size, this ice cap which occupies, or covers, an area of one sixth of the world's total land mass, obviously plays an important part in the meteorological conditions prevailing on the

earth's surface. It is therefore imperative that we carefully study this region from all aspects.

Owing to its effect on the world's prevailing conditions it is advantageous for intensified observations to be made there simultaneously with observations in other parts of the globe.

**Glaciers and Glaciology.**

It is a known fact that the glaciers in the Northern Hemisphere are shrinking. If this trend is world-wide then the earth is becoming warmer.

If our climate is becoming warmer then the ice-caps will melt. If they melt it will mean disaster, for the world's mean sea-level will rise. There would be global increase of two hundred feet in the mean sea level if they melted completely.

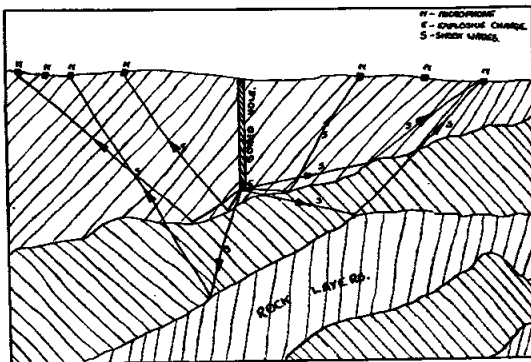
Fortunately, scientists claim it will take ten thousand years for them to melt completely; but say that it is possible for an initial rise of thirty foot in the first ten years. Even this rise would be disastrous.

To prepare for such a disaster we must have an idea as to whether or not the polar caps are melting. The only way to gain this information is to make a series of regular comparative surveys over a number of years.

The position of the glaciers must also be known to discover whether or not they are moving.

**Seismology.**

The thickness of the ice caps and glaciers must be known. This factor is found by a system of 'seismic shooting'. That is, a hole is bored deep in the ice into which an explosive charge is inserted. The charge is exploded and the times of arrival of shock waves at microphones, at set distances from the hole, are then measured. From comparisons of these times the thickness of the cap is found.



It was proposed that three or four atomic

bombs were to be exploded for seismic purposes so that the composition and thickness of the earth's crust could be determined. The complete earth would be explored in this manner by exploding one bomb in the Antarctic, one in Russia, one for the convenience of seismologists in America and probably one in the centre of the Pacific Ocean.

The C.S.A.G.I. turned the proposal down as they did not wish to be associated with an instrument of sinister repute.

**AT THE BORDER OF THE UNIVERSE. Meteorology.**

It is obvious why meteorology will be studied during the I.G.Y. At the present time long range weather forecasts are very inaccurate.

To gain a better understanding of meteorology and thus improve weather forecasting, a comprehensive study of the global circulation of the atmosphere must be made. This will be the main study, from the meteorological aspect, since the exact pattern of circulation is not known.

How is the atmosphere caused to circulate? The answer to this is quite simple. The atmosphere and earth are unequally heated by radiation from the sun, therefore a knowledge of the variations of solar energy absorbed by the earth and atmosphere is essential.

The astronomers then help the meteorologists by measuring the fraction of solar radiation reflected from the atmosphere. This allows the meteorologists to deduce the amount of energy absorbed.

This radiation is measured by observing the ashen light on the moon's face, which is known as the 'moon's albedo' and is actually doubly reflected light from earth to moon and back to earth, at a number of stations situated strategically over the globe.

Thus, from the fluctuations in the albedo, the amount of energy available to drive the global circulation will be deduced.

The temperatures as well as humidity and pressure up to twenty kilometres and even thirty kilometres will be measured twice daily by radiosonde balloons. These bear special reflectors which reply to radio signals. The time elapsing between transmission and receipt of a series of signals at regular intervals gives scientists information about the balloon's height, speed and other phenomena.

Wind speeds at various heights will be recorded four times a day by observation of cloud formations, radar, the drift of balloons

and registrations by balloon-sondes.

A picture of the thermal balance of the atmosphere, solid earth and oceans will be obtained by regular observations of temperatures of the three media.

From all these observations, made simultaneously, long range weather forecasts will be made more accurate though not foolproof. Scientists even foresee the possibilities of controlling the climate artificially.

### Oceanography.

So far the atmosphere and the solid earth only have been mentioned. Connected with, and linking these two media are the Oceans.

The oceans affect our weather by evaporation and by the heat exchange between sea and air. Conversely the winds affect our oceans by setting up wave motions and by causing currents. Vibrations of the solid earth, or micro-seisms as they are called, result from the action of the atmosphere on the ocean.

Seasonal changes in mean sea-level will be recorded and compared with changes in the water temperature and density. The effects and recurrences of long waves will also be examined at various stations in the oceans.

Study of deep ocean currents is important since it is hoped that the oceans can be used as 'dumping grounds' for radio-active waste materials. If these currents are slow, large areas of the ocean may be 'poisoned'; if they are fast moving the radio-active material may be dispersed quickly enough to render it harmless.

The exchange of warm waters between the equatorial regions and the Antarctic regions, and cold waters between Antarctic regions and the equator, will receive attention, since this maintains, or helps to maintain, a heat balance on the earth's surface.

It is because the oceans affect our everyday lives and so little is known about them that the science of Oceanography will play an important part in the I.G.Y.

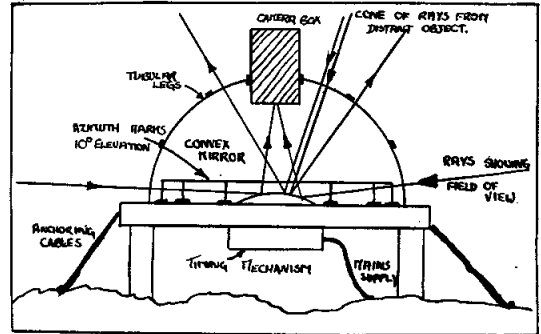
### Northern and Southern Lights.

Many people on cold clear nights, when in the Northern Hemisphere, have observed the Aurora Borealis, or 'Northern Lights', which has a counterpart in the Southern Polar regions called the Aurora Australis. They are usually observed as shimmering curtains of light in the sky which are continuously changing their shape and hue.

This phenomenon, which will be given special attention, is usually associated with

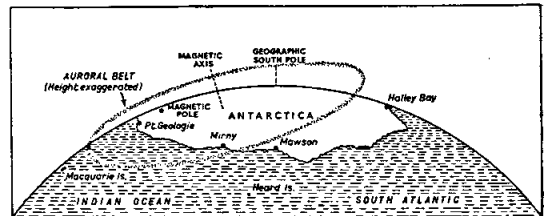
magnetic storms. Studies of it will reveal information of the upper atmosphere.

To do this a series of simultaneous co-ordinated observations are necessary. For this purpose a device known as the 'All Sky Camera' was invented to photograph the sky completely from horizon to horizon, at intervals of five minutes. By using this instrument, permanent records of the shape of the Aurorae in both hemispheres can be compiled and made available for comparison with photographs taken at different observation posts.



On cloudy nights, when it will not be possible to use this camera, and during the day, radar will be used to detect the Aurorae.

It is hoped that from these results a greater understanding of this phenomenon will be reached. This new understanding, it is hoped, will have a practical bearing on long distance radio communications.



### Radio Communications and the Ionosphere.

The year 1957/1958 was chosen as the year for the I.G.Y. since it coincided with a period of maximum solar activity.

This 'high spot' in the eleven year cycle of the fluctuations in the solar activities causes an increase in ionospheric disturbances, great magnetic storms and Auroral displays. Radio communications are made extremely difficult.

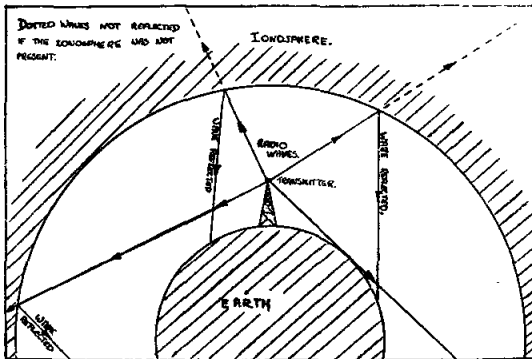
Unfortunately this is a nuisance, especially in the Antarctic where radio communications, normally difficult enough, play an important part in the organisation of the I.G.Y. To

overcome these difficulties a system of 'Mother Stations', 'Daughter Stations', and 'Grand-daughter Stations', was established by the advance parties in Antarctica.

### Long Distance Radio Communications.

Long distance radio communications are made possible by radio waves travelling from the transmitter and then 'bouncing off' the Ionosphere to arrive at the receiver.

Were it not for the presence of this electromagnetic shield the radio waves would pass straight into space, as they cannot bend with the curvature of the earth.



The ionosphere is produced by ultra violet radiation from the sun causing the atmospheric gases to ionize and thus to act as a reflector of radio waves.

Ionization of the atmosphere above the earth increases in stages. There are, in fact, believed to be three of these layers responsible for 'reflecting' radio waves.

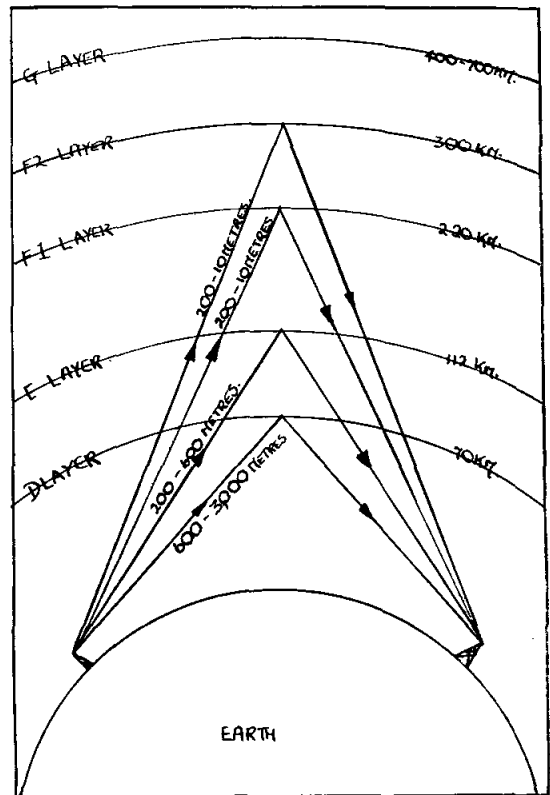
#### The 'E' Layer.

At a height of about sixty miles above the earth is the 'E' layer, which is responsible for reflecting radio waves between six-hundred and two-hundred metres. It is believed to be formed by the penetrating X-rays originating in the solar atmosphere.

#### Sporadic 'E'.

No one knows why 'Sporadic E', another feature of the E layer, exists.

For no apparent reason 'clouds' or 'patches' of ionized gases form, remain for several hours drifting slightly and then disappear. These 'patches', Sporadic E, are capable of reflecting waves of a much shorter wavelength than the 'E' layer and sometimes the 'F2' Layer.



The phenomenon itself occurs largely at night in the Auroral Zones and at day over the rest of the globe. It is also affected by the seasons.

The causes of 'Sporadic E' have yet to be discovered.

#### The 'D' Layer.

The 'D' Layer, at an average height of fifty miles, is the lowest. It is supposed to 'reflect' waves of 600 metres to 3,000 metres and more.

The study of this layer is important since all radio waves pass through it. Thus any disturbance in the 'D' Layer affects communications on all wavelengths.

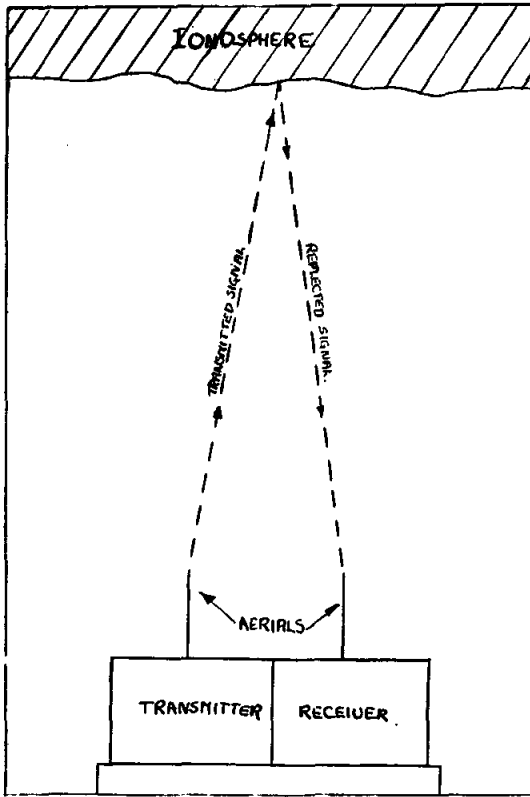
#### The 'F' Layer.

Above the 'E' Layer is one which, during the daytime, can be divided into two, the 'F', and 'F2' Layers. The sun causes the division of this layer.

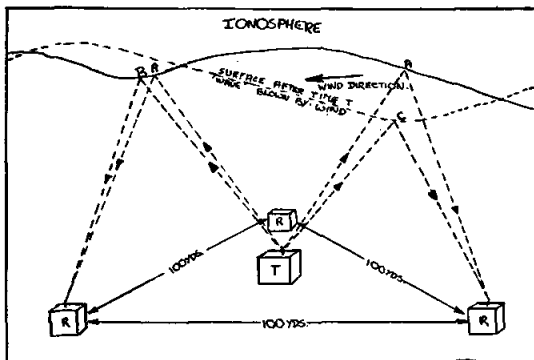
Let us deal with the 'F2' layer. Winds in the ionosphere cause the surface of this layer to become irregular, like winds on the ocean's surface, which affects communications in the waveband of 200-10 metres.

These winds will be traced by ionospheric soundings which are carried out by measuring

the time taken for an echo from the ionosphere to reach a receiver adjacent to the transmitter transmitting the signal.



Another method of tracing these high altitude winds is to arrange a series of three receivers, about 100 yards apart, in a triangle with a single transmitter in the centre. Fluctuations in the echo received from the ionosphere denote its change in level. Thus a repetition in fading at the receivers will denote the approximate direction and even velocity of the wind.

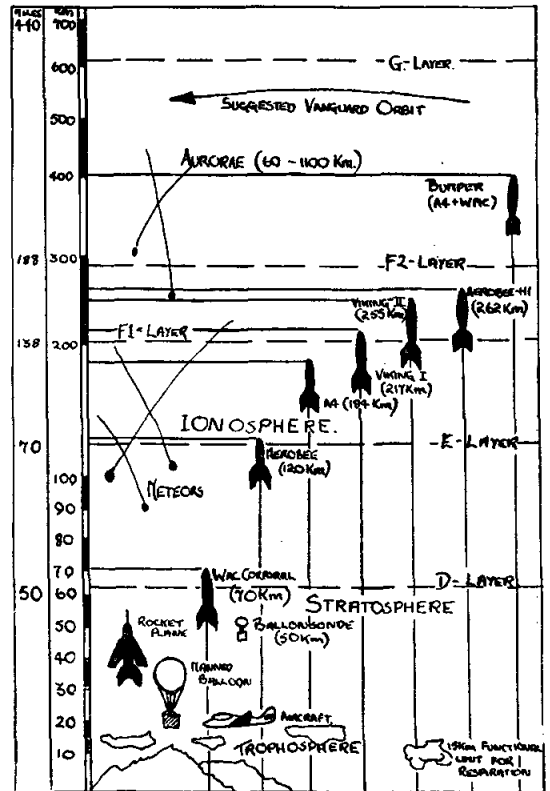


Radio engineers and meteorologists will be allied in the study of high altitude winds. Thus it can be seen that a better understanding of the ionosphere will lead to improved radio communications as well as helping the meteorologist.

**HIGH ALTITUDE RESEARCH.**

**Rockets.**

Much importance is attached to the launching of rockets during the I.G.Y. America, alone, plans to launch at least two hundred, probably Aerobees, from various parts of the globe ranging from the Arctic circle to the Nevada Desert to the Antarctic circle. Unfortunately, as yet, Russia has announced few details of her extensive programme. At the other end of the scale ten Kappa rockets will be launched by Japan, whilst Britain hopes to launch approximately twenty rockets from Woomera, Australia.



The British 'Skylark' is typical of the rockets to be launched during I.G.Y. It is hoped that it will reach a height of ninety miles transmitting information it obtains to the ground by a telemetry sender. An AM./F.M. system will

transmit, on 465 Mc/s., accurate readings at one hundred times a second for each twenty-four instruments. Information on cosmic bombardment, pressure, density, humidity, altitude, wind direction, wind velocity, and even indications of the direction of the magnetic fields will be obtained, among other things, by such an experiment. Even the sun will be observed from these altitudes by spectroscopes in the nose of the vehicle.

A very interesting method, used mainly at night, for measuring temperatures at high altitudes will be utilized in the Skylark experiments. This involves the use of about eighteen grenades which are ejected from the rocket at regular intervals. They explode about two hundred feet behind the rocket, the flash triggering three cameras on the ground, which help to determine the position space of the grenades. Microphones on the ground record the time of arrival of the explosion. From this information the velocity of sound in the layer between two successive exploding grenades can at once be determined. From this the temperature of the layer is easily worked out since the velocity of sound in air depends on its temperature. It is also possible

to obtain an approximation of the wind directions and velocities at these altitudes by this method.

There are two other methods of observing the velocity and direction of high altitude winds.

One involves the ejection of an ignited can of sodium. The cloud of luminous yellow vapour is then observed before it disperses.

The other method is to eject a radar reflecting cloud of aluminum strips from a rocket. Its descent and drift is then tracked by radar.

### Rockoons.

The greatest difficulty scientists will have to overcome, in such an experiment, is getting a vehicle to ninety miles or so in altitude. The amount of fuel and power required to overcome the initial six miles or so, due to drag, is almost that required for the rest of the journey. To overcome this difficulty rockoons will be used in some experiments.

A rocket is a combination of balloon and rocket. A balloon carries a rocket on the first stage of its ascent. At a predetermined height the rocket is triggered and continues upwards on its journey.

Great Britain will use such a device called Harpy I. This is a combination of a balloon 80 foot long and 25 foot diameter which will lift, to a height of possibly 25,000 ft. and not more than 60,000 ft., a 10 inch by 18 foot instrument-carrying rocket. The balloon carries the rocket's own lightweight launching platform as well.

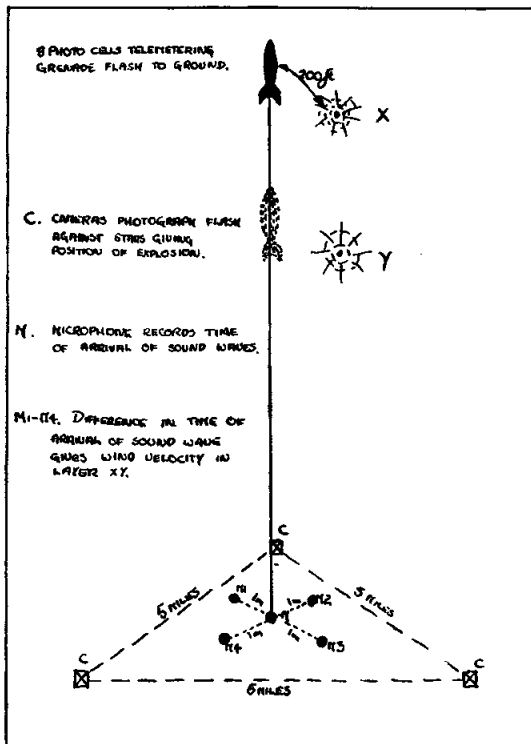
One advantage gained from this combination is that a greater height is reached for a reasonable cost. An announcement from Australia says that "Launched from the ground it should reach a height of 80,000 ft., launched from a balloon at 30,000 ft. it should reach a height of 300,000 ft."

The use of rockets and rockoons is not limited by cost alone. Two other limiting factors are the length of flight, about two or three minutes, and the fact that the rocket and most of its equipment are not recoverable after flight.

## THE SATELLITE ADVENTURE

The most spectacular and publicised venture of the whole I.G.Y. is the proposed launching of artificial earth satellites by U.S.A. and U.S.S.R.

As was mentioned in the previous chapter, a rocket flight lasts only a few minutes, therefore a relatively small amount of information





can be obtained. A satellite would be above the earth for a period of weeks, months or possibly even years. By this means an almost complete survey of the upper atmosphere over almost the whole earth can be made.

**Launching a Satellite.**

To launch a satellite a multi-stage rocket must be used, since no single rocket has a motor powerful enough to carry it to the height at which it will be impelled in its orbit. In both cases 300 miles will be the height of the orbits.

Very little information has been released by the Russians about their launching vehicle, though it will be a three-stage vehicle like the American one; the principles of launching will be the same.

The American rocket is called the Vanguard. It is a three-stage rocket, finless, 72 feet long and 45 inches in diameter at the middle. Its weight is 11 tons whilst the satellite itself only weighs a mere 23 lbs.

The complete rocket will be launched vertically, but immediately after take off it will be guided at an angle to the vertical. One report has given this angle to be 45°.

The first stage, burning a mixture of oxygen and alcohol, carries the vehicle to a height of about 36 miles and attains a velocity of 3,600 miles an hour, so it is believed, before all its fuel is expended. Then the first stage will automatically separate from the rocket and drop back to earth.

The second stage will then take over, burning a mixture of hydrazine and nitric acid, and cause the vehicle to accelerate to 11,000 m.p.h.

After the second stage has separated from the vehicle at about 140 miles the third and final stage will attain a velocity of 18,000 m.p.h. and an altitude of 300 miles, burning a solid propellant.

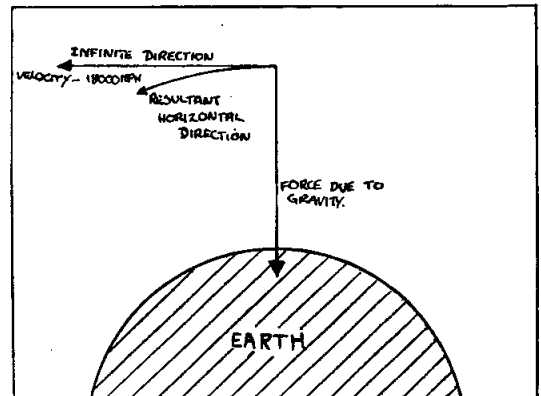
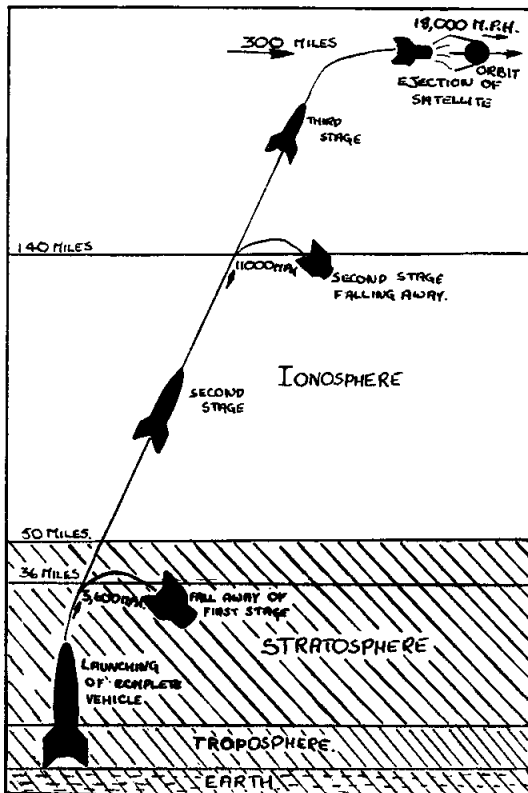
At this height travelling horizontally at 18,000 m.p.h. the satellite will be ejected from the nose of the third stage. The satellite will then continue on its orbit with the rocket a few hundred miles behind.

**The Orbit.**

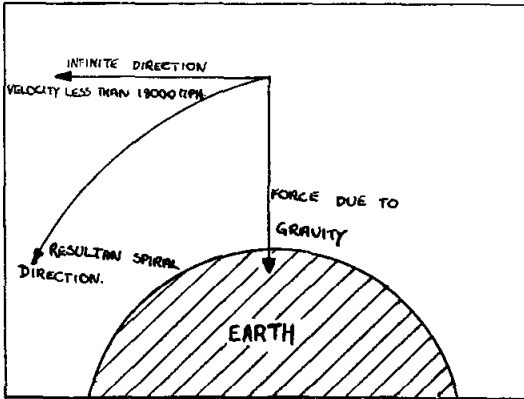
For a satellite to stay in an orbit around the earth it must have horizontal velocity or develop a centrifugal force sufficient to overcome, or counteract, the earth's gravitational pull: in the case of any satellite 18,000 m.p.h. at a height of about 300 miles.

The orbit of the satellite is expected to be elliptical due to the inaccuracies incurred during the launching of the satellite itself on its actual orbit. The nearest it will approach the earth will be 200 miles, whilst its furthest point from the earth will be 1,000 miles. However, extra special care will be taken to ensure that the orbit is not too elliptical, since the experiment would be of little use scientifically.

At 18,000 m.p.h. the centrifugal force of the body exactly counterbalances the earth's gravitational pull. The satellite will then



travel in a stable orbit. However, even at this height the tenuous atmosphere is enough to exert a 'drag' on any body travelling through it. This drag will no longer counter-balance the earth's gravitational pull. The satellite will then slowly spiral down to earth. The friction incurred will then become so great as to cause the satellite either to vaporize or disintegrate: much in the same way as meteorites 'fizzle out' on entering the earth's atmosphere.



The Americans plan to launch their satellite at an angle of  $40^\circ$  to the equatorial parallel so that its path will be west to east. Since it will take approximately 90 minutes to make one circuit of its orbit it will be displaced by  $22.5^\circ$  longitude on each successive transit. Thus by circling the earth many times it will sweep out a zone from latitudes  $40^\circ$  North and  $40^\circ$  South of the equator.

The Russians on the other hand are to launch their satellite at an angle of  $65^\circ$  to the equatorial parallel. The zone covered by this orbit is such that it will never approach more than  $25^\circ$  to the poles. The Russian satellite will therefore be observable all over the earth except at circles around the poles.

From the Geophysicist's point of view the ideal orbit would be from pole to pole.

#### The Satellite.

Both the Russian and American satellites will be spherical in shape and approximately 20 inches in diameter; their respective weights are 185 lbs. and 215 lbs. Both will contain miniturized transmitters, gauges and instruments. The transmitter will telemeter information concerning the amount of ultra-violet radiation, cosmic rays, temperatures and other phenomena. It uses four whip aerials, each about one yard long.

#### The American Satellite as a Laboratory.

An interesting experiment for the satellite will be the composition of the earth's crust. One may well wonder how it will be possible for a satellite, hundreds of miles above the earth to be used to study the earth's crust. As was previously explained, the satellite's horizontal velocity cancels out the earth's gravitational pull, enabling it to stay above the earth. This pull is an effect of the mass of the earth. Since there are variations in the geographical distribution of the earth's mass, e.g. the bulge at the equator, there are variations in the pull. These variations will therefore cause variations in the satellite's orbit. It will then be possible, by observation of the variations in the satellite's orbit, to determine the composition of the earth's mass, eventually giving a much more accurate picture of the earth's shape.

Determination of the shape of the earth is not the only use of a satellite. It will also be used to determine, more accurately, latitudes and longitudes as well as for studying density and temperatures, cosmic radiation, ultra violet radiation and meteoric bombardment in outer space.

#### Tracking.

It is very important that the satellite's orbit be tracked carefully, otherwise the whole venture will be of no value scientifically, except in proving that a free body can be impelled on an orbit around the earth.

There are two methods for observation. radio and visual. Visual observations will be very limited, since it is expected to take only 6 or 7 minutes to travel from the horizon. The best conditions for viewing will occur when the satellite is closest to earth, in clear weather, at dawn or dusk, when the sun's rays will illuminate it against the background of the dawn or twilight sky. It may be possible, under these conditions, to observe it with the naked eye, but it is expected that the actual rocket will be more plainly visible than the satellite.

America has set up a 'picket fence', to plot the satellite's path visually and by radio.

Radio will be the more valuable aid for plotting its path since this medium can be used day or night, in cloudy weather, and even when the satellite is at its furthest point from the earth. The transmitter, which has maximum range of 1000 to 3000 miles, in all directions, will be used for tracking. But it will, it is believed, be only possible to obtain really accurate determinations of positions at altitudes no greater than 800 miles.

The success of the satellite ventures will depend mainly upon the tracking. Scientists all over the world will co-operate in this part of the project. It is quite possible that the giant radio-telescope at Jodrell Bank, Cheshire, will be used.

It can be seen that the launching of satellites will be no mean venture. Each launching will require the skill and ingenuity of engineers, scientists and physicists in all fields of research. Let us hope that they are rewarded by the fruits of their labours.

### CONCLUSION

Since the scope and the magnitude of the I.G.Y. is so great, it must be emphasized that it is only possible, in a work of this nature, to mention a few of the projects to be undertaken. Among the projects not mentioned are geomagnetism, the study of night airglow, latitudes and longitudes, gravity and cosmic rays. Even those which have been discussed have not been discussed in detail.

Apart from the fact that the I.G.Y. has barely begun, as yet no conclusion to the

I.G.Y. can be written. In fact it will not be possible to write it for many years to come.

The keynote of the whole venture will be co-operation and co-ordination. The experiments to be undertaken are related and interwoven into a complicated pattern. Astronomers and Oceanographers will co-operate with Meteorologists, the satellites will help the geologists, and so on. Much depends on this co-operation.

The benefits gained from I.G.Y. will be great. Radio communications will be improved, so will long range weather forecasts. It may be found possible to control the climate artificially. The most suitable 'dumping grounds' for radio-active materials in the oceans will be discovered, and the possibility of using the Antarctic as a gigantic store for frozen food may be realised.

But of course the most spectacular event will be the proposed satellite project. Is this vehicle the stepping stone to space travel? Will a journey to the moon be possible a few years hence? Your guess is as good as mine.





## Sports Editorial.

This has been a strange year for Locking. Our standards have been of the very highest, yet, as our record in various R.A.F. Cup Competitions clearly illustrates, we have rarely reached the spectacular heights of previous years. Fortune has not smiled kindly upon us. Our basket-ball team, previous holders of the R.A.F. Cup, was drawn against a powerful, non-resident, R.A.F. St. Athan team in the first round of the Cup, and was narrowly defeated. The Station Rugby team, which has scored over four hundred points this season, went under to the R.A.F. Cup-holders early on in the competition. Had we met the redoubtable Innesworth later on, we might well have emerged victorious. Our Soccer team, fielding one of the strongest sides for years, was eliminated in the Area semi-finals of the Cup.

Nevertheless, despite this rather gloomy record in the R.A.F. Cup Competitions, we can still be proud of our achievements in other spheres. The Rugby team has ravaged countless Service and Civilian teams, while the basket-ball team, boasting English and Iranian Internationals, is proving much too strong for their opponents in this part of the

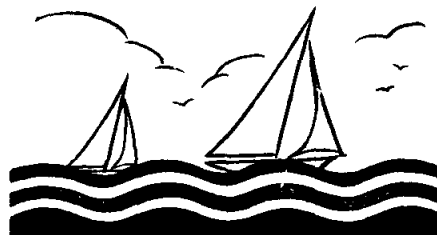
country. Our Soccer teams, both Station and Apprentice, are well on the way to Somerset and Local League honours.

Some of the smaller clubs have been particularly successful, and in fact, our finest achievement to date this year has been the winning of the R.A.F. Seven Mile Road Walking Team Championship. The Fencing and Badminton teams have had their moments of glory, while our boxing team, dormant for so many years, sprang to the limelight with a sparkling victory at the 27 Group Championships.

Many of our Station sportsmen have represented the Command, and several of them have been regular members of R.A.F. and even International teams.

With the Summer approaching, and with whispers of a new running track, a new squash court and a cricket square which will no longer be a danger to life and limb, we look forward to yet another successful sporting season at Locking.

J. J. E.



## Station Rugby, 1957-58



Hopkins    Davies    Garraway    Clarke    Suttill    Holdsworth    H. B. Jones  
                  Milner    Harbottle    Capp    Tetlow    Watkins  
                  Woodward    Walters    Roberts

As the 1957-58 season draws to a close the most notable feature regarding Station Rugby is the number of players now available for selection. At the beginning of the season it was often only with very great difficulty that two sides were fielded, and yet now there are more than enough players for four teams.

The season opened with an almost 'summer' home fixture against St. Athan which we won by 22 pts. to 6 pts. This game was notable for a number of reasons, but most of all in that it was John Blake's last game for the station before leaving the R.A.F. Followers of the station XV will realise how much his skill and generalship have been missed behind the pack.

It became apparent early in the season that the Locking side, although having a pack well up to standard, was not strong behind. This weakness became enhanced when the captain at the time, Fg Off. Hedley Jones, sustained a

knee injury from which he is only now really recovering. Only Watkins at fly-half and Rushworth on the wing, both Command representatives, were left of last season's line.

It was not until late November that the side began to take shape, now under the captaincy of Fg. Off. Capp. At that time we were fortunate in having Woodward, the Durham County scrum-half join us, and also two Welsh centres, Davies and Garroway. All three have proved great acquisitions, and Woodward deserves special mention for his immaculate service and quiet efficient play.

Our run in the Cup this season was quick but not inglorious. Having beaten St. Mawgan at Locking in a hard battle we were drawn away to Innsworth, who boasted at the time five members of the R.A.F. side.

The game, played on January 15th, was the hardest to date this season. Locking succeeded

in keeping the game entirely forward and thoroughly shook the favourites, who were much flattered by their final 9—0 victory.

It was after this game that we lost another great stalwart, this time from the pack, Derek Neate, who was posted to Pucklechurch. An England trialist and R.A.F. player, Neate's jumping in the line, his breaks and the confidence he instilled into the Locking pack, have all been greatly missed.

There are few players in the present 1st XV who have played throughout the whole season, but three who deserve special mention for their hard graft and solid consistent play are Harbottle and Milner, the second row pair, and Sgt. Tetlow the 'daddy' of the side.

The season, taken as a whole, has been a most successful one. To date, the record for all games played stands at:—

Pts.  
P.20 W.15 D.2 L.3 F.361 A.121

There is, as always, a fine spirit throughout the club, and great rivalry between the 1st and 2nd XV.

In conclusion, it must be mentioned that Locking retained the Somerset seven-a-side Trophy at the end of last season for the third year in succession.

T. C.



## Station Cricket

The season was not marked by any outstanding performances by the Station team or by individuals. In the R.A.F. 'A' Competition we were quickly eliminated by R.A.F. Colerne, and in the Inter-Station 'Plate' we reached the semi-finals before being defeated by R.A.F. Thorney Island by one run.

The end of the season was marked by the loss of our Captain, Fg. Off. J. Blake, who has left the Service and is now Captain of the Bristol Rugby XV. Other notable losses included our Secretary, Flt. Lt. Grisewood, and Messrs. Palfreyman, Rogers, Tittle and Rushworth.

On the whole the Station teams enjoyed some good friendly matches with Service and Civilian teams and well maintained the Locking Cricket Club standards. The Station 2nd XI and our Apprentices XI enjoyed some pleasant evening fixtures in the Weston-super-Mare and District Mid-Week League, but were hampered throughout the whole season by indifferent weather.

The prospects for the 1958 Season appear on the whole to be fairly good. 'Cook's Field' should yield better results this Season and the Arena Square looks as good as ever. There will be ample scope for newly arrived talent in No. 3 and Admin. Wings during the Summer months.

N.S.

## Station Boxing

This has been a very successful season for Locking as far as boxing is concerned.

A team consisting mainly of trainees won the 27 Group Boxing Championships in November, and this is the first time a team so composed has achieved this feat. Since then A.C. New and Sgt. Lee have represented the Command, helping them to become this season's champions, and beating Bomber Command by 11 contests to 0 in the finals at Stanmore Park. A.C. New is a trainee and is a very fine welter weight; his boxing, however, has retarded his Technical training, so at last he has had to put away his gloves so that he may study to enable him to become a little better than R/A u/t A.C. 2.

Sgt. Lee of the P.T. section, however, still has the R.A.F. Individual Championships ahead and should be successful. He is a Middle Weight who has beaten the best in the R.A.F. and is enjoying his best season ever. He fought for the R.A.F. versus the Army and went with the R.A.F. team to Denmark and Sweden where a good time was had by all.

Last but not least, A.C.2 Cobb, a useful heavyweight, has just arrived on the camp and has entered the R.A.F. Individual Championships. We wish him and Sgt. Lee the best of luck.

G.B

## Station Soccer

The season 1956 - 1957 was not an outstanding one for the station First XI, especially after their previous excellent season. At the end of the season, they were mid-way in the league table, many of their lost points being caused by injuries to the team and the inevitable difficulties of Station "48's". However, they did show some of their old form by winning the Somerset Subsidiary Cup, which was very much to their credit.

The Second XI. duly fulfilled Flt. Lt. Grisewood's prediction in the last edition of the 'Review', by heading the final placings in the Weston and District League, winning the League 'Knockout' Cup and the Hospital Cup. This was a truly magnificent performance, of which the Station should be justly proud.

The present season, 1957 - 1958, is showing a remarkably high standard of soccer in both of the Station teams, and, many players worthy of a first XI place on most Stations, are finding the competition a little too keen for a place on either side.

The Station First XI are a highly talented side and present no small obstacle to any of the teams in the Somerset Senior League - the majority of their opponents realising this all too quickly. So far this season, out of 23 games played, they have won 17 and drawn 3, scoring 73 goals for and having 26 against. The 3 lost games were all near the beginning of the season before the team had settled down.

Since November the First XI have been able to field the same players regularly, despite 48hr. passes, and have, as a result, won every match since that month. They are, at present, second in the League table, with every hope of repeating their remarkable achievement of two seasons ago. Although the Station team were knocked out of the R.A.F. Football Association Challenge Cup Competition by R. A. F. St. Mawgan in the Area Semi-Finals, they are firm favourites for the Group Iner-Station Competition, having beaten R.A.F. Dowdeswell Court.



1st XI v. CHARD TOWN on February 22nd, 1958

Sgt. Yemm    Sgt. J. Lester    K. Winship    W. Larder    P. Kelly    A. Hayne    L. Dunning  
                   J. Leitch        Hall        Bugler        Cpl. D. Green (Capt.)    Cpt. C. Rose



2nd XI v. HENLY'S A.F.C. on February 22nd, 1958

Sgt. T. Lamsdell    B. Tut    Cpl. Armitage    T. Plumpton    F/O Brown    Sgt. Yemm  
 J. Wiikie    Duthie    Sgt. K. Duncan    D. Westcott    Cpl. Hogg

The regular Station XI for the latter half of the season was :-

Goal - Larder.

Full-Backs - Green, Leitch.

Half-Backs (from) - Makin, Kelly,  
 Haine, Winship.

Forwards - Hall, Bugler, Ashton, Rose,  
 Smith.

The Second XI's standard, although as high as last season's, in many respects, has not been as consistent. Frequent upsets due to 'postings' and weekend leave periods have caused the chances of winning the Weston and District League for the second year running to diminish.

The League table at the end of February :-

P.21 W.15 D.O L.6 G.F.115 A.49 PTS.30

Although the team is within a few points of the League leaders, the possibility of overtaking them is not great, but there is every hope of being the 'runner-up'.

In the 'Knockout' Cup, the team had a stiff task in disposing of Bourneville Athletic, Weston St. John's and R.A.F. Apprentices, to reach the final. They were, unfortunately,

beaten at this stage by Banwell, due to the Locking side playing below the season's standard.

The Second XI has not been as stable as the First XI as a Team, the team in the later weeks being taken from :-

Goal - Golding, Yemm

Full-Backs - Plumpton, Rhodes and  
 Brown

Half-Backs - Thompson, Scobie, Read,  
 Williams, Barnett, Holding.

Forwards - Frazer, Wilkie, Duncan, Hill,  
 Westcott, Hogg, Rooney,  
 Graves.

The posting of Flt.Lt. Grisewood in January of this year was a loss to Station soccer. For more than one season he very ably held the post of i/c Soccer and played for the Second XI regularly during that time.

We must remember that the well-being and success of any team does not only depend on the players, but to a great extent on those responsible for the organisation. Sgt. Yemm, Sgt. Downs, Sgt. Duncan, Sgt. Rose and Cpl. Green merit full praise in that direction. F.P.



## Station Basket Ball

In the season 1956-57, we captured the R.A.F. Inter-Station Basket Ball Cup. Although we have not retained the trophy, 1957-58 has proved another enjoyable and successful year.

Station Basket Ball has been at three levels: locally in the Weston-s-Mare league, further afield in the newly formed Bristol league, and in R.A.F. competition and friendly matches. The only game outside these categories was at the beginning of the season against U. S. A. F., Burderopark who came to Locking for the second time. One could justly say that at that time we had the best Station team in the Royal Air Force, but such is the inherent strength of American Basket Ball that the Burderopark team won by some twenty points. Nevertheless, Locking put up a good display and the four hundred or so spectators vociferously enjoyed the evening.

But now we turn to the more pedestrian League fixtures. Owing to commitments in the Bristol league and the fact that the Locking First team played at a higher standard, it was decided at the turn of the year to form a second team to fulfil the Weston League fixtures on Monday nights, and although beaten twice since then, the Second team certainly holds its own. Cpl. Bugler of the Gymnasium staff has organised this enterprise efficiently and enthusiastically.

The First team, playing in the Bristol League has not yet lost a match, and we are hoping to go through the Season unbeaten. Our tightest match was at Frome where one point separated the teams. This is the first year of the Bristol League, and although the standard of teams varies considerably, it is very much a flourishing concern, and it is true to say that the presence of the Locking team in the League has helped to raise the general standard of play. At the time of writing, three players, Sgt. Keogh, Sgt. Lester and Cpl. Brown have been selected for a Bristol League team to play a Cardiff District team. Locking has been able to extend its facilities to help

the team in trials and practice matches.

The history of the Inter-Station "A" Competition does not take long to describe. In the first round we met an R.A.F. St. Athan team which was considerably strengthened by members of an attached course. But no excuses; we lost by six points and were obliged to concentrate on the "B" competition for clubs knocked out in the first round. Our journey to the final was via Chivenor, Lyneham, Cosford, and Headley Court, and we can happily report that we beat R.A.F. Oakington by 68 points to 23. Thus we approached our achievements of the previous season.

The first team has consisted of Plt. Off. T. Yeomans, Sgt. Keogh, Sgt. Lester, Sgt. Fraser, Sgt. Hagan, Cpl. Brown, with Sgt. Davies, Cpl. Bugler and Flt. Lt. Proud assisting on occasions. Sgt. Keogh has played for England, the R.A.F., and Technical Training Command Sgt. Hagan and Cpl. Brown for the R. A. F. and Technical Training Command, and Sgt. Lester for the Command team. A welcome guest in recent weeks has been Captain Soroudi of the Iranian Air Force, an international, whose career is outlined in a separate article. He has been particularly helpful in coaching members of the second team, in assisting in local League selection, as well as in showing us how it is done in actual matches. With Sgt. Keogh and Cpl. Brown often away on representative duty and Sgt. Hagan recently posted, Captain Soroudi has kept up the first team standard.

It has been a busy season, with basket ball expanding at Locking. The Officer in charge would like to thank in particular Flt. Lt. Butcher and W. O. Williams for their help in arrangements concerning players, fixtures and travelling. Without it the season would not have been as successful or as enjoyable.

P.P.

# Station Hockey



STATION HOCKEY TEAM

Brown    Barks    Pryce    Bucherd    Bird    Mason    Allen  
           Eocke    Chapman    Hower    Edwards

Locking finished the 1956-57 season with a good display at R.N.A.S. Yeovilton's six-a-side tournament. Only one Locking team was entered but it beat all its opponents quite convincingly to win the trophy. In the final we met Yeovilton whom we beat 6-0.

The 1957-58 season has so far been moderately successful. An increasing fixture list for the Second XI has not been fully met because of bad weather cancellations.

The record of the First XI is good, and the Second XI breaks even.

1st XI P.17 W.11 L.4 D.2 For 58 Ag. 28  
 2nd XI P.6 W.3 L.3 D.0 For 15 Ag. 15

Initial progress in the Cup was good; we beat Pucklechurch 5-1, Upavon 9-1, and Chivenor 3-2. In the area final at St. Athan we lost 3-1. The conditions for play were bad and didn't suit the Locking side. St. Athan scored first, and Locking equalised soon after;

then, for some time Locking had most of the game. We missed several scoring chances, and eventually the whole team cracked, enabling St. Athan to score two goals in the last ten minutes.

In the near future we are sending two teams to the Yeovilton six's and hope to retain the trophy.

Of the players, A.C. Buchard, our goal-keeper, is the most improved. L.A.C. Homer has been playing extremely well and has held the side together at centre-half. J/T Barks, A.C. Locke and A.C. Chapman have all played well, and the forward line has shown more thrust than last season. Flt. Lt. Mason and Flt. Lt. Folland have both represented Technical Training Command.

Finally, we should like to thank our umpires for the splendid job they have done in all weathers.

R. M.

## Station Fencing

In all modesty, it can be said that this has been a particularly outstanding season for the Locking Fencing Club. In both Civilian and Service Tournaments, we have become something of a force to be reckoned with, and at this stage in the year we are still going from strength to strength.

Last season finished on a note of grandeur, when having beaten R.A.F. St. Athan in the R.A.F. Royal Tournament Inter-Service Inter-Unit competition, we went forward to Earl's Court for the Final of the Series, where we met Unit teams from the Army, the Navy and the Marines. The team, which consisted of Group Captain N. Blair-Oliphant, Flt. Lt.

Evans, Fg. Off. Holt, A/A Downes, A/A Parkinson and A/A Gambrill, beat the Army and the Marine team at Foil; unfortunately, the Sabre team lost all their matches against some first class competition, and we eventually tied for third place with the Navy team. This season, we have again beaten St. Athan in the Command Phase of the Tournament, and we stand a very good chance of reaching the Final of the Series once more.

In the R.A.F. Inter-Unit competition held in November we reached the final, only to be beaten by our very close rivals, R.A.F. St. Athan. In a very tense struggle, we were eventually defeated by two fights. Flt. Lt. Evans and Fg.Off. Holt represented Technical



STATION FENCING TEAM 1957/58

A/A Putnam L/A/C Clarke A/A Cochran A/A Gambrill A/A James A/A Downes L/A/A Viller  
A/A Parkinson W/Commandr. Hart G/C Blair-Oliphant F/L Evans F/O Holt

Training Command in the Inter-Command Competition.

The Apprentices, who fence with the Station team, have been gaining some spectacular results. In the West of England Individual Championships, held at Locking some weeks ago, A/A Parkinson, fencing in his first Senior Final, won the épée event. This was a particularly good result since he had to beat two International fencers and two County épée champions before the title was his. Parkinson also had some good results in the R.A.F. Junior Championships where he gained 1st place at épée, and fifth place at foil. A/A Downes, who has also been fencing well this season, gained 3rd place at the Junior Foil and 6th at the Sabre event. A/A Cochran, a much improved, if still a little too impetuous fencer, gained a second at the Sabre event. A/A Gambrill, was eliminated in the semi-final of the foil after a particularly nasty bout of cramp.

At the McEwan Trophy competition against the other R.A.F. Schools, Halton, St. Athan, Cosford and Hereford, the Apprentice team emerged worthy winners; they also retained the Somerset Schools cup which they won last year. In the Command Level of the Royal Tournament, A/A Downes gained a second place at foil, and now qualifies to fence in the R.A.F. Championships to be held in April.

Fg.Off. D. Holt, who coaches the Apprentices team, has had an extraordinarily good season, winning the Somerset Individual Épée and Sabre events, and also winning all three weapons at the Command Level of the Royal Tournament. He now qualifies, along with Flt. Lt. Evans, to fence in all three weapons at the R.A.F. Championships. Fg. Off. Holt has captained the Somerset Team during the past year and has done much to stimulate interest in Fencing throughout the area. Flt. Lt. Evans has been a regular member of the R.A.F., the Combined Services and the Welsh Fencing teams, and has had some good results at the National championships. Other members who have given good support in club matches include Group-Captain Blair-Oliphant, who will be leaving us shortly. Wing Commander Hart, who, until an injury to his arm prevented him from taking part in further matches, gained some very good results with the épée, and L.A.C. Clarke, a Fitter Trainee, who has been one of our most enthusiastic fencers.

The team has also won several Somerset team competitions, including the Sabre team and the Foil team events, and with the final of the Royal Tournament series looming ahead, we feel that Locking has a good chance of improving on our last year's result.

J. J. E.

## Station Tennis

The 1957 season continued the success of the previous year, with almost exactly the same results:— Played 18, won 15, drew 1, and lost 2. The "A" Team were also successful, with 7 wins and 2 losses.

Our best performance was in reaching the Semi-Finals of the Senior R.A.F. Station's Competition, which is a good deal further than Locking has ever previously gone. We beat

R.A.F. Chivenor, Helston, Melksham and St. Athan to become "area champions," and Andover in the Quarter Finals. Our semi-final opponents were R.A.F. Ruislip, who included Mills (the International) and his partner Stewart, who last year were the Combined Services Champions. Having beaten us 6—3, they went on to win the R.A.F. Cup.

Within the Station, two successful Com-

petitions were held. The Inter-unit Competition attracted seventeen teams of six players, and was finally won by Admin. Wing. The Singles knock-out Cup brought over fifty entries, and was won by F/O Bowden (the season's most successful player) from S.A.C. Palmer.

The new Officer-in-charge is F/Lt. Clare, and 1958 promises to keep up the standard of the last two years. More matches for the "edge of team" players have been arranged for the new Season, so that more players will have an opportunity of playing in the Station teams.

G.T.B.



## Station Table Tennis



STATION TABLE TENNIS TEAM

Poynte Bowden Burns Smart

As the team this year won their first two rounds in the R.A.F. Championships, it automatically forfeited the 'B' Plate Competition Cup which it won last year. Having defeated Innsworth and Chivenor it then met St. Athan, who last year just beat Locking and then went on to win the Competition. Every game was very hard fought, but again St Athan just won. The team was chosen from Cpl. Poynter, L.A.C. Smart, A.C.2 Burns A.C.2 Collins and Fg. Off. Bowden, and a very good standard was maintained. Cpl. Poynter and L.A.C. Smart are entered for the R.A.F. Individual Championships, in which we hope they will do well. At the beginning of the season, the club was moved to hut 278, where some difficulty was experienced with the lino floor, which the previous occupants had left in a highly 'bulled' state. However, after some experiments, it was found that ordinary polish ('unbulled') gave an extremely firm grip, which solved the problem.

M.B.

## Athletics - D Squadron 3 Wing - Champion Squadron

As soon as the A.O.C. had left after his annual inspection, thoughts in D Squadron were turned towards the Station Sports Day. Last year the squadron was champion of 3 Wing; this year it was to be the champion squadron of R.A.F. Locking. There were no champion athletes in the squadron but everyone realised that there were five other places each carrying those valuable points. It was a question of coaxing rather than coaching.

The response from the squadron was tremendous. Everyone wanted to compete. It was necessary to hold squadron heats from which the team was finally selected. The heats were a huge success and the mass start of the mile was a sight which few people present will forget.

The long-awaited day arrived. The weather was dreadful and the ground saturated. Each member of the team had been briefed and knew exactly what was expected of him. The weather didn't seem to bother the team, and victory was theirs. The trophies, having been presented by Mrs. Blair-Oliphant, were taken to 8 Area where they were soon suitably filled and

emptied.

From the efforts of the squadron several athletes were discovered who later represented the station in the Inter-Station Competition. No one man can be praised, because this was a team competition and it was team work that won the trophy. Soon thoughts in D Squadron will be turned once again towards the summer, but this year there will be lots of new faces. Sq. Ldr. Haddon will not be there. The squadron owes him a great deal because it was his keenness, drive and interest that inspired the team.

The station Tug "O" War Team was organised and manned by members of 14 Ft. D. Squadron. This team did not prove to be a successful one in 'outside' competitions. At the Group Sports it lost to Yatesbury, the ultimate winners. The team also competed at the Hewish Harvest Home and lost to a scratch team of local farmers who had spent most of the afternoon eating and drinking. It proved to be good fun. On Sports Day the team won the Station Cup. One must say that on that day the team was a credit to the squadron.



THE CHAMPIONS, 1957 "D" SQUADRON 3 WING

## Station Badminton

The season has proved to be a very successful one in many respects. The team lost to St. Athan in the 1st round of the Inter Station 'A' competition, but has reached the finals of the 'B' competition by beating Wellsbourne Mountford by 9—0 in the area final.

In games against local clubs the team has won 20 of the 26 games played. Most of the local clubs are not very strong and the team does not seem to have sufficient match practice in preparation for the cup competitions.

This year one of the oldest members of the club was posted, Sgt. Hall. One can almost think of him as a founder member. In his many seasons with the club he devoted a great deal of his time to both Station and Apprentice Badminton.

At the R.A.F. Championships some members of the team did very well. W.O. Williams and A.C. Eccles reached the team finals of the doubles plate competition. Sgt. Keogh reached the last eight in the Singles plate

competition. Our congratulations to Sgt. Keogh who has gained a regular place in the R.A.F. and Somerset County teams. He has been asked to tour Scandinavia with the R.A.F. Badminton Association. The club's best wishes go with him on this tour.

Again this year the County has played some matches and held its open tournament in the Gym. This proved to be very instructive and provided some fine entertainment to all those who watched.

The following officers and airmen have represented the station during the season: Flt. Lt's. G. H. Rees and E. N. Meats, W.O. Williams, Sgt's. Keogh and Hall (now at Wimslow), Cpl's. Pritchard, Richardson and Salt, A.C.'s. Eccles (M.E.A.F.) Armour (M.E.A.F.), and Boyd (Binbrook).

Since going to press the team has won the R.A.F. Inter-Station 'B' Competition by beating R.A.F. Wimslow 5—4 at St Athan on March 21st, 1958.

G. H. R.

## Station Photographic Society

The society now numbers some 50 members and is flourishing more than ever before. For the last year or so activities had been restricted to processing and various individual efforts and there had been few organised events. This had been in the main the result of a general lack of interest on the part of members in anything outside the darkroom and their own processing. Perhaps they also felt that they had no need of further information or help and had no desire to compare their results with those of other photographers. However, that rather apathetic state of affairs seems now to be ended.

A series of meetings has been held this year and record attendances resulted. Talks on many aspects of photography are being organised for the season and the present enthusiasm of all members promises well for the future.

The annual exhibition takes place in March and entries are bigger and brighter than ever before. The prints will be on view for a month in the Station Information Room and prizes will be offered for the best five.

Liaison with Weston Camera Club has improved and members from Locking are well to the fore in all their activities. Flt. Lt. Barnett, Locking's 35mm. exponent, won the Weston Club's Fairchild Trophy for the best print of the season.

As regards the equipment on the station there is much to be desired. The present premises are uncongenial and unheated and despite the subscriptions paid by members new equipment can only be purchased in small quantities. However, the present enthusiasm of all members makes up, in part, for the bad darkroom facilities. The clubroom was once a mortuary, and unfortunately still retains some of its former atmosphere.

The personal equipment used by most members on the station is in the main 35mm. and there are some very active and competent workers in this medium.

The prospects for the future of the club are bright indeed just now, and it is hoped to have monthly print competitions to encourage more practical work from all members.

N.A.



"WINTER IN THE PARK." Taken by Mr. E. V. Wheeler.  
Awarded First Prize in the Spring Exhibition of the Photographic Club, Landscape Group.



# JUDO.



THE JUDO GRADING AT LOCKING, MARCH 1958

Back Row - P. Murrells, I. Pratt, R. Dann, A. Burton, K. Bancroft, M. Bancroft  
 Centre—L. Hodby, Mr. Rice, Mr. Gibbs (1st Dan), B. Hawkes  
 Front Row—Miss M. Lovell, Miss S. Bird, Miss R. Rawlings

Judo is becoming increasingly popular both inside and outside the Services, and it is hoped that, at Locking, it will soon be recognised as a Wing Sport, when colours can be won and competition with other Apprentice and Boy Entrant Schools, most of whom possess a Judo club, may become possible. Inter-squadron competition is now a possibility and a cup has been offered for contest.

Owing to the ever-expanding interest taken in Judo in the Wing, Locking Judo Club was formed in February, 1957, under the affiliation of the Amateur Judo Association. The club is progressing very well indeed, having sections at Bournville, Winscombe, and Hewish, where civilians can practise the art.

Throughout the past year a number of demonstrations were given by the club for various charitable organisations at Clevedon, Axbridge, Yatton and Bristol, all of which were highly commended.

Two grading examinations were held during last year and also one in March of this year. A large number of apprentices were successful in being graded, and of these L.A.A. Hawkes (81st) and A.A. Hodby (84th) did exceptionally well in gaining Blue Belts of the 2nd-KYU grade, which is the highest so far awarded at Locking. More gradings are being arranged for this year.

Although our instructor, Sgt. Rice, has finished his service with the Royal Air Force,

he is still working "behind the scenes" in the interests of the sport and his instruction and advice are much appreciated by all.

Those interested in Judo, especially anyone from the 87th and 88th Entries, can receive instruction at the gymnasium any Sports Afternoon, and also every Tuesday evening, when Mr. Rice will be in attendance.

L.A.H.

Judo has been in existence for about seventy years. It was developed from jujitsu, a very violent form of unarmed combat, by Dr. Kano who founded his school, the Kodoken, in 1880. He developed his method, leaving out the most dangerous blows and techniques, so that it could be practised as a sport without fear of injury to its exponents. He named his art Judo, the same being practised to-day all over the country in schools, Universities, the Services and the Police Force.

Judo was first introduced into Britain in 1912 by G. Koizumi, a Japanese, and it was this same man who founded the first European Judo Club, the Budokwai, in 1918. Since then inter-



est in Judo has rapidly increased until to-day there are over 500 throughout Britain.

Judo is a hard fighting sport, success depending upon the skill of its exponent. There is a common fallacy among people that strength does not play any part in Judo. Strength is used, but is directed in the right way and at the right time, in order to gain the most effect with the minimum of effort. Judo can be closely compared with the game of chess, where every move has its counter-move, which in turn, can be countered, and so on.

Many people who take up Judo do so in order to learn how to overcome the most ferocious of opponents with a mere flick of the wrist, only to give up after a few weeks when they find out that they cannot become "masters" in a few easy lessons.

The majority of people who take up the sport, however, realise the potentialities which it has to offer, and that success, in anything that is worthwhile, can only be achieved through regular hard practice. There are no short cuts.



Mr. Gibbs (1st Dan) in action at Locking.  
March, 1958

Judo is formed up of two main sections. The first is practice, or RANDARI in Japanese, where techniques are learnt and practised with a co-operative partner. The second is contest Judo, or SHIAI in Japanese. Here all the training and knowledge previously gained are tested to the utmost, in order to overcome and defeat the opponent under actual contest conditions.

There are various grades awarded in Judo according to skill, and a coloured belt is worn signifying the grade held. The grades and colours are as follows :

- 6th KYU—White.
- 5th KYU—Yellow.
- 4th KYU—Orange.
- 3rd KYU—Green.
- 2nd KYU—Blue.
- 1st KYU—Brown.
- 1st DAN—Black.

## Station Cycling

In the past year the station cycling club has grown immensely, the membership now exceeding two hundred. A cycling hut has also been acquired but to date is rarely used. It is hoped, during the present season, to hold informal meetings there.

Last year, we reformed our racing section and enjoyed competition in Civilian and R.A.F. events, without a great deal of success in the winning of trophies. Our major success was to win second place in the Welsh Time Trials Championships, and for this result, we are indebted to Junior Technicians Heywood (since demobbed), Johnson (posted to Singapore) and Palmer who has gone to Germany.

This season we have a heavy programme of fixtures, in road racing and time-trialling, against Service and Civilian teams, and we hope to be of a sufficiently high standard to get our time trials team into some R.A.F. championship events.

The heavy mortality rate in officers i/c cycling seems to have declined because last year's incumbent still holds the handlebars. He is assisted by Junior Technician Farrow as club leader and L.A.C. Charlesworth as secretary. Any special enquiries may be made to either of the above airmen, but general news will be circulated by means of notices in the dining halls and N.A.A.F.'s.

The KYU grade holders are considered to be pupils, and the holders of DAN grade, of which there are ten divisions, as masters. These grades are awarded to a JUDOKA, which is the term given to one who practices Judo, primarily on his ability to win contests. He may have to beat as many as four or five opponents of his own standard in succession in order to be considered for promotion to the next grade. It is the ultimate desire of every Judoka to possess the coveted Black Belt of DAN grade.

Thus it can be seen that Judo is not an easy sport to learn, but it is a very worthwhile one. It develops a well-proportioned and supple body, teaches self-control, concentration and a good sense of balance. There are not very many other sports which offer so much, as anyone who takes up Judo will soon learn for himself.

A/A HODBY (84th).

All permanent staff and airmen trainees are assured of a cordial welcome if, and when, they join our two-wheeled fraternity. J.M.

## Station Swimming.

Once again last season was most enjoyable and the team had at least one fixture every week. The standard of swimming was reasonably good and the numbers of swimmers attending was most encouraging. The large bath on the Knightstone Pier was booked every alternate Wednesday evening from the first week in May until the end of October for practice and home matches; the practice paid, in that we won the 27 Group swimming championships and had a hard battle, including six minutes extra time, before we lost at water polo to Catterick.

The team also played in the inter-station Water Polo championships which were unusual this year in that all the competing teams took part in a 'knock-out' competition during the course of a two day session at Halton; we played two games but were beaten each time, but we will keep on trying and, with the facilities available around Weston, should do better next year; it is all a question of practice.

The pool is booked in the coming (1958) season and all are invited to attend either to learn or practice swimming, diving and water polo. Transport will be provided and the teams will be selected at these sessions. E.C.H.

# Apprentice Rugby Football, 1957-8



APPRENTICE RUGBY TEAM, 1957-58

		Nobbs	Williams	Hopgood	Evans	Jackson	
Flt. Lt. Salmon	Horlock	Hartland	Holroyd	Hunter	Ardell	Thorne	F/O Capp
	Trussler	Goulding	Jones	Dunn	Brooks	Harris	

## 1st XV

This has been an outstanding season for the Wing 1st XV. With three matches left to play the record is: Played 17, Won 15, Drawn 1 Lost 1.

We have defeated Taunton School 2nd XV 17-6; Bristol Grammar School, 14-0; and Weston-super-Mare Grammar School, 18-3. The Army Apprentices School at Arborfield and Chepstow were also beaten, the latter by 35-0.

A fine recovery was made against Redland Training College, when from being 11-3 down, the team rallied in the last quarter of an hour to draw 14-14.

Hopes were naturally high that this season we would beat our Halton rivals for the first time, but this final glory eluded us again. Halton produced a magnificent side, well

disciplined and skilful, and swept us to defeat by 18-8

It is undoubtedly true that some of the opposition encountered by the Wing Team this season has been too weak and has both flattered our quality and concealed our deficiencies, but our opponents have been the same sides which gave us hard fought and testing games in previous seasons.

One dismal feature of the latter part of the season has been the poor place-kicking. If only kickers would take more care with their attempts, spend more time in practice, and realise how important kicking can be in winning games. Many people claim that a penalty goal should not be worth three points, but nevertheless it is true that a side can win a game although it hardly ever enters its opponents' half!

Among the forwards, S.A.A. Evans, L.A.A. Williams and S.A.A. Hunter have worked energetically, and the whole pack has excelled in opportunism and speedy backing up. Towards the end of the season, and particularly against Halton, the forwards have failed to appreciate the need and value of a quick heel from the loose.

In the backs A.A. Jones has proved an active and reliable scrum half, especially in defence, and has forged a good link with C.A.A. Dunn, fly half and captain, who has played soundly and with considerable tactical ability.

C.A.A. Brooks at centre, has handled well and run deceptively, with much exasperation to his opponents, and has scored 91 points so far. L.A.A. Goulding has also shown good penetration and on two occasions scored a hat-trick of tries. Our Wings, A.A.'s Harris and Trussler, have been determined runners, and at full back, C.A.A. Thorne has played competently in most games.

I feel my final words about the first XV this year must refer to the Rugby players of the 80th and 81st entries who have formed the backbone of Wing Rugby during the last two seasons. They have brought much skill and enthusiasm to the game and we trust that their standards are going to be maintained. I hope they will go on playing Rugby wherever they go and I am sure they will be a credit to any representative side.

The following have played for the 1st XV: C.A.A. Thorne, L.A.A. Goulding C.A.A. Brooks; C.A.A. Dunn; L.A.A. Williams S.A.A. Hunter; A.A. Ardell; A.A. Hartland (80th Entry). C.A.A. Jackson; S.A.A. Evans; A.A. Hopgood; A.A. Jones; A.A. Nobbs (81st Entry). L.A.A. Horlock; (83rd Entry); L.A.A. Somerville; A.A. Holroyd; A.A. Harris (85th Entry); A.A. Phillips (86th Entry); A.A. Trussler; A.A. Minchell (87th Entry)

### 1st XV RESULTS

Date	Opponents	Venue	Result
1957 Sept. 7	Weston Colts	A	Won 24-3
Oct. 1	Weston Grammar School	H	Won 25-6
" 5	Taunton School 2nd XV	H	Won 25-6
" 12	Redland Training College	A	Drawn 14-14
" 26	Weston Colts	A	Won 17-0
Nov. 2	Arborfield	H	Won 14.5
" 9	Kingswood School 2nd XV	H	Won 12-3
" 16	Bristol University 4th XV	A	Won 32-3
" 23	Chepstow	H	Won 05-0
Dec. 7	Bristol Grammar School	H	Won 14-0
" 10	An Officers' XV	H	Won 9-3
1958 Jan. 11	Clifton 3rd XV	A	Won 8-3
" 18	Weston Grammar School	A	Won 18-3
" 25	Bridgwater Colts	H	Won 36-0
Feb. 1	Bridgwater Colts	A	Won 43-3
" 15	Bristol University 4th XV	H	Won 17-3
Mar. 1	R.A.F. Halton App.	H	Lost 8-18

Total Points for : 343      Against 70

Leading Points Scorers :	Points
CAA Brooks	91
LAA Williams	57
CAA Dunn	54
CAA Goulding	39
AA Harris	27

### 2nd XV

The record of the Wing 2nd XV stands at : Played 7; Won 3; Drawn 2; Lost 2.

I always look hard at the 2nd XV for signs of developing talent, and I have not looked in vain. L. A. A. Horlock and A. A.'s Goodwin, Somerville, Minchell, Owen and Jones are the most improved forwards, and among the backs A.A.'s King, Bailey and Hughes have

been prominent.

### INTER-SQUADRON GAMES.

This season we had the usual tight struggles, particularly between B and C Squadrons. A Squadron proved tougher opposition than expected, but did not do so well in the Spring term games. Some good Rugby has been played, although on one or two occasions team captains have failed to play the game

according to their team's particular strength, whether it be in the halves, forwards or elsewhere. Chiefly, however, such games are

notable for the inexhaustible determination and personal endeavour of all concerned: all is demanded, and all is given.

### Results of Squadron Games

Autum Term	Spring Term
A drew with C 3—3	B beat A - - 6—0
A beat B - - 13—3	C beat A - - 15—0
C beat B - - 6—3	C drew with B 3—3

### INTER-ENTRY GAMES.

At least four entries can field teams on Tuesday afternoons now, and we hope that eventually all entries will manage to do so. The future strength of Wing Rugby depends very largely on inter-entry competition, which enables general coaching to be done and assists in the development of promising players. New-

comers to Rugby Football will also find these games give them a grounding in skill, the rules and general experience.

#### Results.

87th beat 85th 6—5  
86th beat 84th 6—3  
86th drew with 87th 0—0

R. S.



## Apprentice Tennis

The 1957 season as a successful one, although three matches had to be cancelled due to the inclemency of the weather. The team won 6, drew 1 and lost 2 matches against a variety of opposition composed of both local clubs and R.A.F. teams. The highlight of the season was the defeat of the Halton Apprentices by five rubbers to one.

The following apprentices played regularly for the team :

A/A Cattell (Capt.)  
C/A/A Jones  
A/A Graves  
A/A Clarke  
A/A Llewellyn  
A/A Griffiths

Apprentices also played an active part in the station inter-unit knock-out tennis tournament; each squadron of the apprentices wing entering a team.

Apps. v. Locking Station "A" team - -	Home	Lost 8 —2
„ v. Wesley L.T.C. - - - -	Home	Won 5 —4
„ v. Dr. Morgan's School - - - -	Home	Won 8 —1
„ v. Herbert Gardens - - - -	Away	Won 5 —4
„ v. Midsomer Norton - - - -	Away	Lost 8 —2
„ v. Red Triangle L.T.C. - - - -	Away	Won 4½—2½
„ v. Wesley L.T.C. - - - -	Away	Won 7 —2
„ v. Halton Apprentices - - - -	Away	Won 5 —1
„ v. Herbert Gardens - - - -	Away	Draw 3 —3

Matches cancelled: Red Triangle, Home; Kingswood, Home; Elmshyrst L.T.C., Away.

L.H.

## Apprentice Cricket

During the 1957 season the Wing Team concentrated on a policy of team building for 1958. The team was as good as in previous years, although the average age was much younger. Thus the 1958 season promises to be a very good one, with eight of the first eleven still in the Wing.

The first match of the season was at Bristol, against the Grammar School, and although the Wing team scored 121, Bristol scored 122 for


1 in just short of two hours. A good win for Bristol. On June 1st, the Wing team went to Chepstow to play the Army Apprentices. After winning the toss the Army Apprentices scored 127 all out, despite keen fielding and steady bowling. In reply the Wing could only scrape 65 runs on a dusty, worn pitch.

Locking lost the annual Halton match, but we were not disgraced. Having dismissed Halton for 74 runs, Locking reached 37 for 3, but collapsed to 42 all out.



### The Score Card.

May 4th—Bristol Grammar School	- -	Lost	121	—122/1
May 18th.—Y.M.C.A. Weston	- -	Won	14/2	— 13
May 25th.—Dr. Morgan's, Bridgwater	- -	Lost	32	— 24
June 1st.—Chepstow	- - - -	Lost	127	— 65
June 29th.—Taunton School	- - - -	Tie	108	—108
July 6th.—Halton	- - - -	Lost	74	— 42
July 13th.—Y.M.C.A., Weston	- - - -	Won	66/5	— 65
July 15th.—Officers' XI	- - - -	Won		
July 20th.—Dr. Morgan's, Bridgwater	- - - -	Abandoned		
July 26th.—Officers' XV	- - - -	Won		



In the Weston Mid-Week League the Wing team won 1, drew 1 and lost 6 matches, finishing at the foot of Division 1. It may be said, however, that the apprentices were playing considerably older and stronger opponents, but they benefited in so doing.

The six-a-side team won the Weston Cricket Club Junior six-a-side tournament without ever looking like being defeated.

A/A O'Connell topped both the bowling and

the batting averages, and L/A Carden and A/A Barnes were respectively second in the batting and the bowling averages.

Colours were awarded to:

F.S.A.A. Faragher	78th
C.A.A. Goulding	80th
C.A.A. Brooks	80th
L.A.A. Vardy	80th
A.A. Parry	78th
A.A. O'Connell	84th

C.A.

## Apprentice Soccer Team

The Apprentice Wing has a fine record to date for the 1957/58 season. The Wing has a 1st and 2nd XI who play in the local Weston-super-Mare and District League practically every Saturday afternoon. In addition there are the regular Army and Apprentice School fixtures and the Apprentice and Boy Entrant Knock-out Cup Competition.

To date, the 1st XI is at the top of the league table and has played some very hard games against older and experienced teams. Much can be said for its fighting spirit and record of fitness.

Position to date :

P.	W.	D.	L.	For	Agst.	Pts.
21	17	2	2	103	39	36

Leading Aircraft Apprentice Scott, 81st Entry, has captained the team for the second season with tireless enthusiasm and is to be

congratulated on his sportsmanship. In the main the team has been unaltered apart from two old faithfuls L.A.A. O'Rielly and L.A.A. Francis who passed out at Christmas 1957 with the 79th Entry.

The match against the Army Apprentice School, Chepstow, was 5—0 win for Locking but the Arborfield game was cancelled due to bad weather. Halton were once again our stumbling block when they defeated us at Soccer in the inter-schools games, but we look forward to changing the result next year.

The 2nd XI, captained by L.A.A. Bench, is in the Youth division of the Weston League and is also at the top of the table. It has in addition, won the Youth Knock-Out Competition, "The Trevor Cup", beating Broadoak Rangers by 2—0 after a very keen game. As a point of interest, this cup has been won by No. 1 Wing for the sixth time in succession.



APPRENTICE JUNIOR FOOTBALL TEAM, 1957/58

Edwards    Mills    Hopkins    Geddes    Merryfield    Beagley  
 Wilson    Street    Wg/Cmdr. Linnard    Bench (Capt.)    F/Lt. Read    Wingate    Stancer



A further prize victory was the defeat of No. 3 Wing Halton, the cup holders, by 4 goals to 3 in the first round of the Apprentice and Boy Entrant Competition. This was an away match, and in spite of a cold uncomfortable journey to Halton, the "bully beef" sandwiches en route, the honour of wearing 1st XI shirts inspired the team to outstanding play and victory

One further local competition remains—"The Lye Cup". This is an under 17 team competition and has several players from the new 88th Entry. On present form we should do well and have already reached the semi-finals. We look forward to the remainder of the season with high spirits and hope to bring further prestige to No.1 Wing of No. 1 Radio School, Royal Air Force, Locking.



APPRENTICE SOCCER TEAM, 1957/58

Flt. Lt. Read, Hopkins, Lacey Flett O'Connell Hull Sgt. Lester  
Griffiths Carden Scott Critchley Alton Dawson

## Apprentice Wing Athletics

The 1957 season began with the Inter-Squadron Championships on 21st May, when despite having the advantage of the new entry to help in the Youth section, 'C' Squadron were defeated by 'A' Squadron after holding the Cup for two years running.

The results were:-

1st	'A' Squadron	262½ pts.
2nd	'C' Squadron	239½ pts.
3rd	'B' Squadron	175 pts.

The Victor Ludorum was A/A Edwards of the 86th Entry.

On Saturday, 1st June the Chepstow Army Apprentices School Teams came to Locking and won the day with both Youth and Junior sections, the total points being Chepstow - 161½ and Locking - 136½. This match showed the weakness of our Youth athletes (under 17 years of age) which was to lower our aggregate results throughout the season, since although we had lost from the Junior section such outstanding athletes as Rennolds, Dissanayake, De

Silva and Shrubsole, we still had, amongst others, C. A. A. Jones (79th) and A. A. Wilson (80th) who captained the Wing Team for the season. A good find too was A. A. Dawson, a Wing Soccer stalwart, who took first place in the mile in this match.

The Royal Air Force Apprentices and Boy Entrants Championships for the MacEwen Trophy was held at St Athan on Saturday, 15th June. The results were as follows:-

Youth			Junior		Aggregate—Mac Ewan Trophy	
1st	Halton	54 pts	Halton	64 pts	Halton	118 pts
2nd	St Athan	47 pts	Locking	52 pts	Locking	88 pts
3rd	Cosford	46 pts	Hereford	52 pts	St Athan	79 pts
4th	Locking	36 pts	St Athan	32 pts	Cosford	74 pts
5th	Hereford	26 pts	Cosford	28 pts	Hereford	59 pts

MacEwen meeting records were set up by Wilson in the 880 yds. and Chatwin (83rd) in the Youth Discus.

On Saturday, 22nd June, the Wing Team travelled to Arborfield for the annual fixture against the Army Apprentices School which was especially strong in the Youth section. (Their youth hop-step and jumpers cleared 43 ft 3 ins and 43—the National Standard being 42 ft for 1958).

The team results were:-

Arborfield	90	79	169
Locking	60	71	131

On the hottest day of the year, Saturday, 6th July, the strongest Wing Team met the combined strength of the three Halton Wings and lost by 75 points to 103 points. The highlights of this match were the magnificent wins by L.A.A. Smedley (84th) by half a lap in the Three Miles and the success of L.A.A. Straghan (84th), A.A. Harvey (80th) and A.A. Kite (84th) who took 1st, 2nd and 3rd places in the Two-mile Track Walk.

Finally, memorable achievements by apprentice athletics on Station Sports Day, in July, were those of C.A.A. Jones (79th) in winning the 100 yards and so remaining unbeaten throughout the season in the short sprint, L.A.A. Somerville (85th) in winning the Javelin and A.A. McGlincy (85th) in taking second place in the Hammer. Both these athletes were in the youth age category and threw with senior equipment—which in the case of the hammer was 16 lb. in weight, compared with the 10 lb. hammer which McGlincy learned to use 'from scratch' at the beginning of the season.

"A" Squadron took third place in the com-

petition and was only one point behind 3 Wing "C" Squadron.

Performances which have gone down as Wing Records during the 1957 season were:—

#### JUNIOR SECTION

C.A.A. Jones (79th)—equalled 100 record of 10.1 secs.  
 L.A.A. Smedley (84th) 3 miles 16 m. 19 s.  
 A.A. Harrop (79th) Shot 43 ft. 10 ins.  
 (This record had stood at 40 ft. 7 ins. since 1950)

#### YOUTH SECTION

L.A.A. Somerville (85th) Javelin 161'9"  
 and Hop-Step and Jump 38'8½"  
 A.A. Longden (83rd) Shot 40'3"  
 A.A. Chatwin (83rd) Discus 140'5"  
 A.A. McGlincy (85th) Hammer 125'9"  
 A.A. Pope (84th)—equalled Hurdler record

15.8 secs.

Other athletes who should be mentioned here as deserving credit are: L.A.A. Tyler and Curry of the 78th., A.A. Harrod and Longstaff (79th), Fisher (80th), Windley (81st) and Sibly (82nd) and Graves (82nd).

At the end of the season, Flt. Lt. S. North left us, after being in charge of Apprentice Athletics for two seasons, to teach at Boston Grammar School. We are fortunate to have an experienced A.A.A. Coach, Flt. Lt. E. Meats, in his place.

Sgt. Hall, the 'C' Squadron P.T. instructor who gave so much of his time to Athletics during his seven years with the Apprentice Wing has also left us, but we now have two more A.A.A. coaches in Sgt. Turnbull and Sgt. Davies on the strength of the Wing.

We are looking forward to a good season in 1958 and are hoping that in 1959 we shall have the promised new cinder-track. P. J. M.

## Boxing - Apprentice Wing.

The 1957-58 Boxing Season started at Locking with the Apprentices Inter-Squadron Competition on the 16th of October. Some excellent matches were fought and a lot of new talent was supplied by the 87th Entry. The result of the Competition was that "C" Squadron won the overall Competition, with B Squadron runners-up, winning the Senior Division; "A" Squadron took 3rd place.

The Apprentices Wing team were at home to the Army Apprentice School, Arborfield, to whom they lost by 7 points, their best performance to date against this Army School. The Locking team did, in fact, win the Senior Division of the Competition.

The next Competition occasion was the visit of the Army Apprentices School, Chepstow; again Locking were unfortunate to lose, narrowing the points to 5, but winning the Senior events by an overwhelming majority.

The first half of the Season closed with a triumphant note, the apprentice team winning

by a clear margin the Sigrist Boxing Trophy, for the sixth year in succession; in fact, the team were so far ahead at the end of the Semi-Finals only two disqualifications could have lost the Trophy; this, however, did not happen and the team won by 10 clear points.

In the last half of the Season, the Hubert Scott Paine Competition for Juniors will be held at R.A.F. Cosford and it is hoped that Locking will do well in this. The season will finish with Halton as visitors in March and with the season's experience behind them, Locking should do well.

It is with great regret that we see the departure this Season from Locking of Warrant Officer Parkes. Warrant Officer Parkes has, for many years, given good service to the Apprentice Wing in the matter of Boxing training and much of the success and credit gained by the Wing in the Boxing world can be attributed to his efforts, and we hope to see him from time to time at our future Competitions.

M.A.S.



APPRENTICE WING BOXING TEAM, 1957/58

C/A Brooks A/A Kuhle A/A Buckley Sgt. Turnbull S/A Evans S/A Hunter C/A Kermonde A/A Chillery  
Seated—A/A Button F/Lt. Sachs Wg./Cmndr. S. Linnard W.O. Parkes A/A Murphy  
Member not in Photo: A/A Somerville

# Apprentice Basketball



APPRENTICE BASKET BALL TEAM. 1957/58

A/A HARTLAND (80)    L/A/A Grant (81)    A/A Llewellyn (84)  
 A/A Watt (86)    P/O Yeomans    A/A Waite (81)    A/A Aitchison (88)

The Apprentice Basketball team has had a very successful season. Besides playing the usual Inter-Apprentice School fixtures, a team has competed regularly in the Weston-super-Mare Y.M.C.A. Friendly League. These Monday evening outings to the Y.M.C.A. have been very much enjoyed by the boys and their behaviour and self control in some of the more robust games have been a credit to No.1 Wing.

Out of the ten matches played, only one defeat has been suffered at the hands of an outside club, and this by only a small margin. Two other defeats by the Locking Station team were only to be expected as it contains mostly R.A.F. and Command players. However, on both occasions the apprentices were far from disgraced.

In November, 1957, matches were played

against the Army Apprentice Schools of Arborfield and Chepstow as part of the Winter Games. In both these fixtures, Locking Apprentices began very slowly and played far below their best form. However, their greater experience and better team play finally won the day.

#### Results :

v. Arborfield	56—19
v. Chepstow	39—28

On March 1st, 1958, a great victory was won against Halton by 65 points to 26. The Locking team was by far the strongest we have produced for some years, and from the first whistle their superiority was obvious. Congratulations on an unbeaten record in Inter-Schools fixtures during the 1957-58 season.

The outstanding player of the season has been the Captain, Aircraft Apprentice Waite of the 81st Entry. His play, both in attack and defence, has been very good and from the score sheet it can be noted that most of the points have been against his name.

Mention must also be made of the guards,

Corporal Aircraft Apprentice Adams (80th Entry) and Aircraft Apprentice Llewellyn (84th Entry), who have done stalwart work in defence, and Aircraft Apprentice Hartland (80th Entry) a greatly improved player, who with greater confidence will do much better.

T. J. Y.



## Apprentice Swimming

The main event of the 1957 Season was the Apprentice and Boy Entrant Inter-School and Individual Championships, held for the first time in October at R. A. F. St Athan. Three of the five Schools competing have swimming baths at their Stations and they were confidently expected to take the first three places. Locking did very well to come third. In fact, the result could have been even better, because we lost the water polo against the run of play, were disqualified in the Butterfly event, and were beaten by a touch in the team relay.

### Results. (Locking Positions):-

Medley Relay 3rd; 440 yards free-style (Rogers) 3rd; Springboard diving (Kite) 3rd; 100 yards free-style (Adams) 1st; 100 yards Breast-stroke (Fyfe) 1st; 100 yards Back-stroke (Jackson) 3rd; Firm Board diving (Kite) 2nd; Team Relay 2rd; Water Polo, Semi Final.

**Final Positions:** 1st Halton and Cosford, 3rd Locking, 4th St. Athan, 5th Hereford.

In the Inter-Squadron Gala, six new records were created. The Individual Champion was C. A. A. Adams, and A. A. Craven was the runner-up. Final Points Scores were C Sq. 122 pts; A Sq. 87pts; B Sq. 72pts.

The Wing team travelled to Halton for the Annual Games in July. We have yet to record a victory over them. They won as usual. **Final Score:** Halton 42 pts; Locking 25 pts.

C. A. A. Adams represented the Station in the Group Championships, and came 1st in the 100 yards free-style and 2nd in the 220 yards free-style.

The standard of swimming in the Wing is improving. We shall, however, be losing C. A. A. Adams and C. A. A. Jackson before the 1958 season begins. They have been the mainstay of the team for the past two years, and will be greatly missed. We trust that they will not retire from competitive swimming when they leave the School.

H. J.

## Station and Apprentice Road Walking



STATION ROAD WALKING TEAM

Winners of the R.A.F. 7-mile Road Walking Championship, January 1958

A/A Stephens	A/A Woolgar	L/A/A Hobbs	A/A Hillman	A/A Bryan		
A/A Quayle	J/T Hitchens	L/A Straughan	F/O Moll	L/A/C Wilson	A/A Chapman	A/A Kyte

In 1954 A/A Clarke of the 75th Entry inspired enthusiasm in the Apprentice Wing for Road Walking by his own outstanding performances, and a team of six apprentices won the R. A. F. Seven Mile Championship. Throughout his three years at Locking Clarke continued to coach apprentice walkers, and thus it was that the Apprentice Wing entered a team each year for the R. A. F. Championships and also regularly competed in the road-races in Wiltshire organised by the Trowbridge A.C. Many apprentices have won their badge for completing 6 miles within the hour, and during the past two seasons A/A Harvey (80th), A/A

Chapman (82nd) and A/A Quayle (87th) have won a Command Representative Badge. Last year Harvey came within one second of completing 7 miles within the hour; A/A Straughan (84th) gained his certificate for walking 6 miles in 55 minutes this season, and last year led the Apprentice team to success in winning 1st, 2nd and 3rd places in the Two Mile Track-Walk at the Halton Summer Games.

Such is the background to the success won this season when a Locking team consisting of two airmen and four apprentices again won the

R.A.F. Inter-Station Cup for the 7 mile Championship, held at Henlow, 29th January, 1958.

L. A. C. Wilson, on the staff in No. 2 (T) Block, who took the weekend course run by Harold Whitlock and who now coaches apprentice walkers, led the team home and took 4th place in under the hour; A/A Quayle (87th), who, in common with the other apprentice walkers had not raced before coming to Locking, was 13th; A/A Chapman (82nd) was 16th, and J/Tech Hitchens, a trainee and the R.A. F. 15 mile champion in 1957, was 19th; A/A Straughan (84th), the captain of the

Apprentice Wing team, had bad luck and after lying 15th suffered from stomach cramp at the 6 mile stage, nevertheless he carried gamely on and took 21st place; the whole team performed very well.

In the future the Apprentice road-walking will be upheld by the walkers of the 84th Entry and the 6 members of the 87th Entry who, led by A/A Quayle, have been gaining very valuable experience during their first season here at Locking.

P. J. M.



## Apprentice Sailing Club.

The present "fleet" consists of one Merlin, two National sailing Dinghies and one Firefly. The Merlin has been out of the water for some time, but due to the hard work of the members it was again launched on the 2nd March, 1957, and apart from minor leaks, due to its being out of the water for a long period, the launching was a success.

The commodore, Aircraft Apprentice Hill, left us at the end of last term, passing out with the 79th Entry, and Aircraft Apprentice Morton of the 84th, was elected in his place at the six-monthly meeting. It is fitting to pay tribute to him and his enthusiastic helpers who are maintaining the dinghies in first-class condition.

Two boats were taken to the Weston Bay Regatta in August, but due to gale force winds, the Regatta was eventually cancelled without any races being sailed. At the end of last term, an Inter-Squadron Race was held, which resulted in a victory for "A" Squadron, "B" Squadron being second and "C" Squadron third.

At present, there is a shortage of qualified helmsmen, but by the end of this term is is hoped that that we shall once again be able to participate in the Bristol Corinthian Yacht Club Races.

It is hoped, within the near future, to add a further dinghy to the club to be built in kit form by the members, but this project has had to be shelved at present, until the Bristol Corinthians have decided on the class of boat they will authorise.

S.E.P.

## Apprentices Angling Club.

In the past, various members of No. 1 Wing have fished in the Weston Area. The numbers of fishermen, both salt and fresh water, have grown as the sport gains in popularity.

These facts can easily be understood when one considers that we are an island race and always have some kind of water at our disposal.

Various members of No. 1 Wing have been brought up in areas adjacent to the sea or rivers and have naturally become anglers, and, once bitten by the bug, seldom lose their liking for this sport.

So we had the keen anglers bringing their tackle back to Locking, and from time to time they would sally forth to lure the local fish. Their activities were soon noted by others, who also wanted to have a go, and things got to such a stage that it was obvious that some organisation would have to come into being. With the Officer Commanding No. 1 Wing's consent, it was decided to start an Angling Club.

The first meeting was held and the Club officially brought into being, with a President, Chairman, Secretary and Committee of three fresh and three salt water anglers.

From the start, the wheels really started turning and full honorary membership for club members with the Weston Anglers was obtained, and permission obtained to fish from various points, including the Old Pier for salt water and Sheerwater Lake, near Warminster, for fresh water.

The Locking Fund kindly provided three complete sets of salt water tackle and three sets of fresh water coarse fishing tackle for use of beginners, who did not have their own.

The Club was allocated rooms for their Headquarters where they can hold meetings, repair their tackle or make any tackle they required and store their clothing and personal kit.

It is the intention of the Club to run a series of lectures on all aspects of fishing with rod and line and to give casting instruction, covering salt and fresh water fishing with various types of tackle.

The Club members have already been in operation and seem to have had as many fish

both fresh and salt water, as the local anglers.

The Secretary, Corporal Whydle, entered the Christmas Beach Competition, run by the Weston Anglers Club and won first prize, a 17lb Turkey, by catching a Flounder.

The bird occasioned no little trouble being brought back to Camp, as Corporal Whydle only had his usual means of transport, which originated from Raleighs in the dim distant past and although not quite in the penny-farthing class, emits queer noises from the gears from time to time. The Turkey proved too large for the oven in his Quarter, so it was disposed of by other means, to everyone's satisfaction.

During the coming season, various angling outings will be arranged, the first of which occurs on February 16th, when the Club joins in with the Weston Anglers for a competition



CPL. WHYDLE, Secretary of the Apprentices Angling Club, with his Prize Cod, 8 lb. 14 ozs., caught at Brean Down.



at Minehead and Bossingdon Beach. This will be followed by an outing to Sheerwater for the benefit of the fresh water fishermen and from then on we hope to have an outing every month.

The membership of the Club to date is

approximately 100 and judging from the numbers we have just gained from the 88th Entry, we look like having an eventual membership of 200.

M. A. S.



The Angling Club in happy mood on the Outing to Sheerwater, 9th March.

*(By courtesy of the "Weston Mercury")*

## Apprentice Photographic Club.

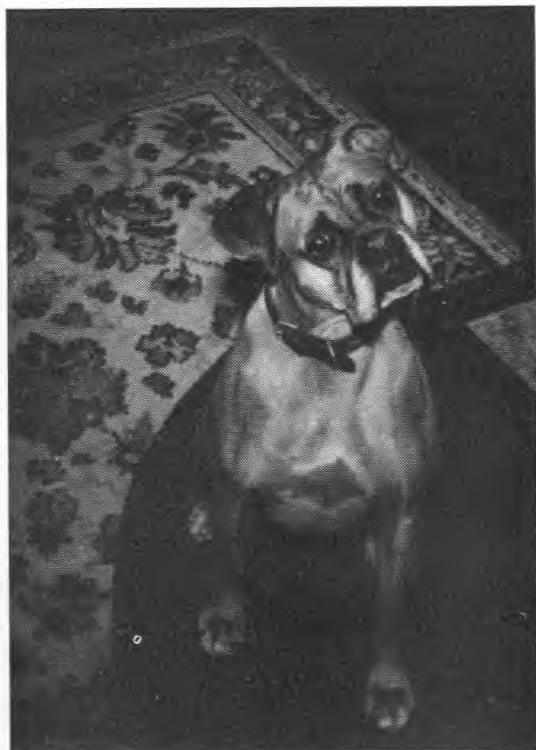
The Club has now over 25 members and quite a long waiting list. Apart from producing prints for themselves and competitions a number of boys are competing with the local "D and P" shops by developing and printing films for other apprentices.

This year two new features have been introduced; a colour section in the Annual Competition and a meeting on the first Tuesday in each month. The colour section had some good entries this year and was won by A/A Chapman (81st Entry). So far we have had talks on "The History of Photography," "Amateur Film making," "Mounting Prints," and others on the fundamentals of Photography, at the monthly meetings, and a visit to Weston-super-Mare Photographic Club has been arranged,

It is hoped to arrange one or two outings during the coming year and also to cover some of the sporting events on the station as well as hold a novelty competition in addition to the usual Annual one.

### 1957 Competition.

- Best Picture "Ambleside"  
by L/A/A Welsh (79)
- Best Quality "Belinda"  
by A/A Everitt (84)



"BELINDA"



# Station Dramatic Society.



## "THE DREAM" *By Roger Elliot.*

Cast— Cecil Beaton Graeme Dean Denbeigh Gabbiths Pamela Clarke Anthony Deus Ken Jones  
Nicholas Armstrong Ronnie Herbart Roy Waters Peter Chiverton Roger Elliot

Despite last minute setbacks and frenzied changes of plan the society began the summer with an ambitious programme of three one act plays. Two of the plays were written by personnel on the station and their enterprise and enthusiasm were rewarded by prolonged applause from a large and enthusiastic audience. Ronald Longland was responsible for both writing and producing the opening story - a detective thriller called "The Twisted Blade" - and I understand that he is working on a full length play which will be ready in the near future. The second home-brewed production was the work of trainee Roger Elliot who portrayed Hamlet in the modern idiom using a large cast ably controlled by producer Nick Armstrong. The programme was given a professional balance with the final item - a witty Tchekov comedy "The Avenger" in which Robert Brown, Peter Chiverton and Ronnie Herbart gave excellent character performances.

The winter production again had a comedy theme, and the experience of the last show

enabled a stimulating performance to be given to Hussons' "My Three Angels". The principal parts were played by Peter Chiverton, Tom Prince and Roy Waters, and they were given strong support by Yvonne Nash, Eileen Morgan and Maureen Tabrett. Unfortunately only a few weeks of rehearsal were possible, but nevertheless producer Gary Bach brought the best out of his cast, aided by a very realistic set constructed under the supervision of stage manager John Yelland.

The society now looks forward to the Command Drama Competition when they will present Peter Buck's production of Noel Langley's comedy "Little Lambs Eat Ivy." Though several experienced members have been lost through postings it was encouraging to see many new faces at the casting rehearsals. We await Tuesday the 25th of March with a knowledge that the society will give of its best as its strength lies in being drawn from all sections of the station community.

G.P.F



" MY THREE ANGELS."

Tom Prince

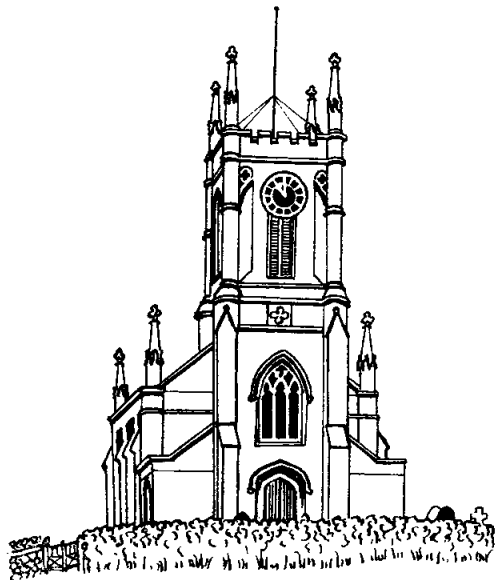
Peter Chiverton

Eileen Morgan

Roy Waters

# CHURCH NOTES.

## Church of England.



### Church:

St. George the Martyr.

### Sunday services:

Holy Communion	...	08.00 hours
Morning Prayer	...	10.00 hours
Sunday School	...	11.15 hours
Evening Prayer	...	18.30 hours

### Weekday Services:

Holy Communion (Thursdays, Fridays, & Holy-days)	...	07.00 hours
Morning Prayer	...	08.30 hours
Evening Prayer	...	19.00 hours
Compline	... ..	21.00 hours

### Chaplains:

The Reverend E. W. L. May, M. A.  
 The Reverend W. L. Neill, M. A.  
 The Reverend A. F. Vickers, B. A.,  
 Dip. Th.

### Passing-Out Services

#### Church of England Men's Society

The Branch, the oldest in the Royal Air Force, has continued to flourish during the past year. The Clubroom is open every night for the activities of the society. Every Thursday night there is a special religious feature. On one occasion we had the Bishop of Taunton, the Right Reverend Mark Allin Hodson, to address us, his subject being: "The Church

and Politics in Dockland". We have also maintained close contact with other Branches, at Diocesan, Federation and parochial levels, by attending Services, meetings, and taking part in socials and debates on religious matters. A Corporate Communion is held every Friday. A "Laymen's Service" is also held from time to time, all those taking part being members of the Society.

### Bible Study Circle

After completing its study of the Old Testament, in conjunction with that admirable book, "A Visual Old Testament History", by T. S. Patchett, the Bible Study Circle is now using John Stirling's excellent illustrated books on the Life of Christ, the Acts of the Apostles, and the Epistles.

### Glastonbury Pilgrimage

As in former years, members of the congregation took part in the annual Glastonbury Pilgrimage on St Peter's Day, Saturday, 29th. June. It was organised by the West of England Pilgrimage Association, under the presidency of the Lord Bishop of Bath and Wells.

### Staff Changes

In July The Reverend J. E. Gardner was released from the Service and took up the appointment of assistant curate of Evesham. We thank him for the contribution which he made to the work of the Chaplains' Branch while at Locking. He was a person of considerable histrionic ability. His capable work in connection with the Nativity plays will be remembered for a long time. His place was taken by The Reverend W. L. Neill, on repatriation from 2nd T. A. F. He is a scholar of the first order and, in addition, a wise old bird with over fourteen years' service in the Royal Air Force. His special sphere of work is No. 1 Wing. In November we were joined by an additional Chaplain, The Reverend A. F. Vickers who was sent to us to assist with the Padres' Hours and to enable the Church to devote more time to the pastoral side of her work. During the war he served as a flight mechanic (engines) and rose to the rank of sergeant. On being released from the service he went up to the university, where he took a diploma in addition to his degree. We are fortunate in having two such acquisitions to the staff.

E. W. L. M.

## St. Andrew's (P.M.U.B.) Church.

**Padre Fugler.** We have been very glad to welcome Padre Fugler to St. Andrew's to help in the growing activities of our work here. In actual fact, this is his second term at Locking, so that he comes with an already-acquired knowledge of the station, and the complexities of Padres' Hours. We wish him and his family every happiness in our midst.

**Scripture Reader Scott.** It was a sad blow to the station when, last October, "Scottie" was so suddenly called Home. He was greatly beloved at St. Andrews, where he had been a regular worshipper and preacher; and our especial sympathies go to the S. A. S. R. A. members who have suffered the grievous loss of their leader. But we welcome Keith Willis, who has been appointed in his place, and believe he will be happy in this work and in the change of uniform from khaki to blue.

**The Club Room.** For some years now, our premises have been the meeting place for the

Station Wives' Club and the Parents-Teachers Association. They have been good 'tenants', but we rejoice with them that they have now acquired their new fine premises - especially since now our Club-room has been freed for further Club developments.

**Church Activities.** Classes for Church Membership (Confirmation) have been held each term, and during the year some 36 candidates have been received into membership of their respective Churches.

Other members have undertaken courses to prepare them as lay-preachers, and have also gained practical experience by conducting services in many of the small country chapels in the district. They are of great assistance to little Causes, especially when, as happened recently, the preacher was accompanied by the entire complement of his billet, thereby exactly doubling the size of the congregation!



THE CONGREGATION, ST. ANDREW'S CHURCH

The St. Andrew's "Messenger" has now entered into its second year, and appears to serve not only as a link within the Church, but also with the parents and Home Churches of the members, to whom copies must frequently be sent.

Padres' Hours inevitably take up a major part of the Chaplains' work here, and there is no doubt that it is time well spent. All trainees attend regularly at these Hours, as a recognised element in their training programme, and in the case of the apprentices, thereby receive some sixty lectures in their three years stay here.



G. T. B.

Interior St. Andrew's (P.M.U.B.) Church



Members of the Soldiers' and Airmen's Scripture Readers Association  
at Locking, September 1957

## Roman Catholic Church

### Father J. C. S. Harris

Last year in Church notes Fr. Harris began with a tribute to his predecessor, and so for that reason at least I too should pay tribute to Fr. Harris now that I have replaced him. But I pay this tribute not out of a sense of duty but with gratitude.

I count myself extremely fortunate to be called upon to take over from such a methodical man as Fr. Harris. He had complete control of the task in hand and a place and time for every aspect of his work here. Not only was he methodical and efficient in his work, for those qualities alone in a person are sometimes a bit overbearing, but he managed to combine those qualities with kindness and zeal for the love of God. No mere machine then but a true man of God, loved and respected by all with whom he came in contact.

We wish him continued success in the vineyard of Christ and happiness in his new posting.

### The Mission

In November this year we had our Mission preached by Fr. Conroy, C. S. S. R.

These missions have now become annual affairs and at the time we had ours, missions were also being conducted on twenty seven other major R. A. F. Stations; the small stations having theirs at staggered dates.

To say that it was either a complete failure or an overwhelming success would be an injustice. But while more could have benefited by it, nevertheless it was a great time of spiritual stock-taking, and many will be ever grateful to God for their own special graces received.

The mission should have ended with an evening Mass and General Communion on the Friday but as it was a 48 week-end the Mass had to be brought forward to the Thursday and the official close took place as usual on the Friday.

One found that the morning Mass was more popular with the Apprentices, while the airmen preferred the evening devotions.

Our thanks then to God for His Graces and to Fr. Conroy for his zeal and hard work in our midst.

### The Club

It was my privilege to arrive at this station at a time when we were taking over our new Club.

The larger space has had several note-

worthy advantages; firstly, we have been able to divide the Club into a section for active games, and on the other side we have a place for leisurely reading or study, and it is here that we hold our ever popular Padre Hours.

Secondly, the building is now large enough to hold socials, and in the past two months we had two. On these occasions we have been extremely grateful to the good ladies from 'quarters' who have not only provided the wonderful fare to add to our enjoyment of the evening, but have also helped in the serving of these refreshments.

The light refreshments on Sunday mornings and on the evenings during the week are very popular and provide not only a homely atmosphere, but help the airmen and apprentices to get to know each other and many friendly and instructive discussions take place over that cup of tea.

### Padre Hours

Several changes have been made to the programme for Padre Hours during the year with a view to bringing as many classes together at the one time as it was felt there was too much repetition of the same topic to small groups.

The difficulty was of course to maintain the same personal contact as the classes became larger.

In this regard also the club in the evening has been a great help. While we tried to cover certain basic requirements in the religious educational programme there was always enough flexibility to permit topical questions and freedom for discussion. That benefit was derived was evident from the practical application of the knowledge imbibed.

The suggestion of a monthly general Communion for Airmen on the 1st Sunday of the Month and for Apprentices on the 2nd Sunday has led to a great increase in the reception of the sacraments. It is to be hoped that this practice will remain of paramount importance in their lives even long after they have forgotten their stay at R. A. F. Locking.

### Church Services

The eight o'clock Mass on Sunday is still the more popular with the apprentices. But now occasionally the 9.30 Mass tends to become a bit overcrowded.

It certainly is a great encouragement to see that even on a so called "Free Sunday" one's duty to worship God is of primary importance.



and so the effort to overcome one's natural inclination is made and God is served in His Church.

The Sunday afternoon Benedictions during the winter months have also been favoured with increased attendance.

The evening rosary is still attracting its faithful few. Increased numbers have also come to appreciate the Friday evening Mass and for the airmen in particular it has afforded a grand opportunity for attending the sacraments which would otherwise have been difficult when going home on a 'thirty six' During the year groups of Airmen and Apprentices were taken to Weston-super-Mare and Bristol for Confirmation administered by the Bishop of Clifton

While we were making visits to other places we also enjoyed visits ourselves from the Principal Chaplain and the Area Assistant Principal Chaplain, and at the time of writing we hear of the forthcoming visit of His Grace Archbishop Mathew. We hope they enjoyed their visit as much as we welcomed the opportunity to entertain them.

**Passing Parade**

Someone has rightly described the constantly changing population of our Station as the flow of a river. On Thursdays we say our fond adieu to those posted from our midst, some nearer to home, others to the outposts of the earth. Then on Friday we recoup our losses as we welcome new members to our fold and express the hope that they may prove to be as faithful and friendly as those to whom we said good-bye.

May I just add how grateful we are to all those who have taken part in this year's "Passing Parade" and especially to those who have written back since their departure. C.M.

**Times of Church Services.**

Sunday Masses ... 08.00 & 09.30 hrs.  
 Weekdays Mass ... 06.50 hrs.  
 Fridays Mass ... 06.50 & 20.30 hrs.  
 Holydays of Obligation Mass  
 06.50 hrs. 10.00 hrs. & 20.30 hrs.  
 Benediction Sundays 15.15 hrs.  
 Tuesdays 20.00 hrs.  
 Rosary each evening at 20.00 hrs.  
 Confessions Fridays 20.00 hrs.  
 Saturdays 11.15 - 12.00 hrs.  
 Anytime at request. 17.30 - 18.30 hrs.



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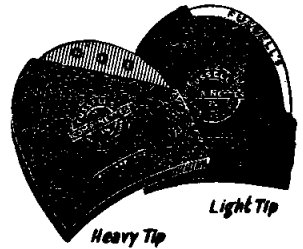
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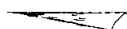
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