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Colin Hinson

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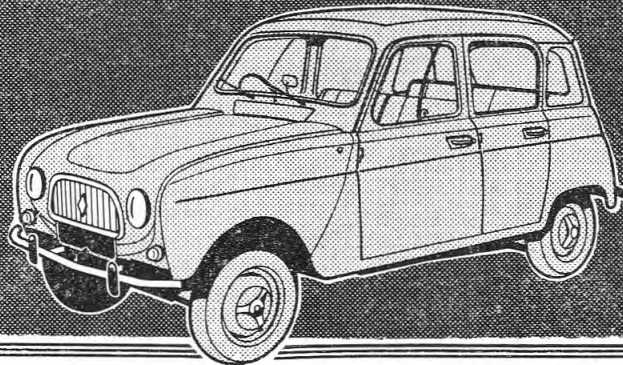
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EDITORIAL

This number of the Review is the second of its kind, and in one very important respect it differs from its predecessor, namely, it contains certain contributions written by apprentices. Indeed it is pleasing to find that these comprise the majority of articles over all and that our predecessors' plea in their first editorial has not gone unheard.

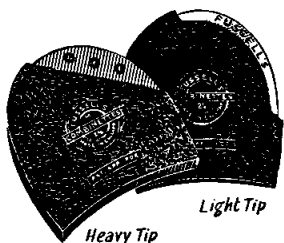
The system too, of appointing agents on R.A.F. Stations who send us news of ex-apprentices has resulted in a good flow of interesting tit-bits and the Editor is pleased to be able to include a News Corner in this issue.

Elsewhere in this number there is an article showing the costs of the Review; what the Editors would like to see is more apprentices at *Locking* buying the Review.

One further point remains to be made—briefly, here, because it is treated in detail elsewhere—the overall results of the sporting activities this term are better than they have ever been before. All participants are to be congratulated.

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WESTWARD AROUND THE WORLD

by S. A. A. PYLE, M.W.

(94th Entry)

In February, 1962, I heard I had been selected from Royal Air Force, Locking to accompany Marshal of the Royal Air Force, Sir Thomas Pike, G.C.B., C.B.E., D.F.C., Chief of the Air Staff, on a World Tour.

In March I went to Air Ministry and was introduced to an Officer Cadet from Cranwell, an Officer Cadet from Henlow, an Apprentice from Halton, an Apprentice from Bircham Newton and a Boy Entrant from Cosford, who were also to accompany C.A.S. on his tour. Whilst at the Air Ministry we met C.A.S. and were briefed on the tour.

Between the visit to Air Ministry and the beginning of the trip we were issued with our overseas kit and also had a medical examination and injections galore.

Finally April 11th, the departure day came, and after our farewells to friends and relations we met "Taurus" the Comet which was to take us on the first trip of a Comet westwards around the world. On board the Comet we met Sqn. Ldr. Yetman and his crew who were to fly us over 30,000 miles in the following four-and-a-half weeks. Much to my surprise I met an ex-88th Entry Locking Apprentice who was also making the trip as a member of the ground crew.

The first day's flying was by far the longest. We had to fly to Toronto, in Canada, but the Comet couldn't carry enough fuel to take us straight there and made two refuelling stops at Reykjavik, Iceland, and at Gander, Newfoundland. At Toronto C.A.S. lectured to the Royal Canadian Air Force Staff College and whilst he was doing this we Cadets and Apprentices flew via Niagara Falls to Trenton.

Trenton is the Headquarters of the R.C.A.F. Transport Command. We were shown and told about their aircraft and some of the problems they have in Canada. We were also shown a Yukon simulator which saved the R.C.A.F. many dollars in training their Officers to fly that aircraft.

From Toronto we flew to Washington, D.C. where we were well looked after by the Americans and the Royal Air Force stationed there. Our many trips in Washington included a visit to a Duck-Pin Bowling Alley and visits to many of the beautiful buildings and monuments including the White House, the Capitol, the Abraham Lincoln Memorial and the Washington Monument.

The stop in Washington was over far too quickly and we moved on to Maxwell Air Force Base (Montgomery, Alabama), here C.A.S.

lectured to the United States Air Force War College and also attended a ceremony at Oakwood Cemetery, near the base where he unveiled a Cross of Sacrifice in memory of 80 R.A.F. Cadets and 20 French Cadets who died in the U.S.A. during training in the last war.

From Maxwell Air Force Base we flew across America to San Francisco for an overnight stop. Merely because we were to spend only one night there did not deter the Americans who laid on a tour of San Francisco for us. The U.S.A.F. Officer who took us around had been born and brought up in San Francisco and made a wonderful job of showing us around, he took us to the famous Fisherman's Wharf, through Chinatown and to the top of the largest building in San Francisco—the Fairmont Hotel. The ascent was made in a glass lift.

After a very restful night in San Francisco we flew just over two thousand miles over the Pacific Ocean to the Hawaiian Islands. We landed and stayed at Honolulu where we were looked after by a Royal Air Detachment who took us swimming, shopping and on a tour of the Southern part of the island of Oahu. Whilst in Honolulu we were privileged to accompany C.A.S. on a trip around Pearl Harbour in the Admiral's barge.

We left behind the beautiful surf-washed beaches of the Hawaiian Islands and flew to Christmas Island, where everything and everybody were in readiness for the series of tests the Americans were to hold soon after we left the island. When we landed we were taken straight away to a beautiful tropical lagoon where we swam and were taught to water-ski. That evening the local Gilbertese inhabitants put on a wonderful display of dancing and singing for C.A.S. and Lady Pike.

The following day, after attending a Good Friday Service and sending coconuts home, we were on our way again bound for Nadi in Fiji. Here we were met by members of the New Zealand Air Force who took us by road to Suva. This trip was both interesting and eventful. All together we had two punctures and a battery went u.s. We were unable to get another battery and so the last few miles had to be made in so called taxis, dormobiles, with no doors and planks for seats!

During our stay in Suva it didn't stop raining until we flew back to Nadi, in a R.N.Z.A.F. Sunderland flying boat. We flew to Port Moresby from Fiji, this was quite an event in itself because the Comet of 216 Squadron was the first large jet ever to land there and, naturally, we had a large crowd to greet us and to wave to us when we left. The Australian Army looked after us here, showing us the town and surrounding countryside. It was here in Port Moresby that we were introduced to the Australian game of "two-up"—an expensive pastime!

The next stop we made was at Hong Kong where we stopped for a week; this was in my opinion the most interesting place we visited on the tour. A well planned programme had been arranged for us which included a trip around Hong Kong Island in an M.T.B.,

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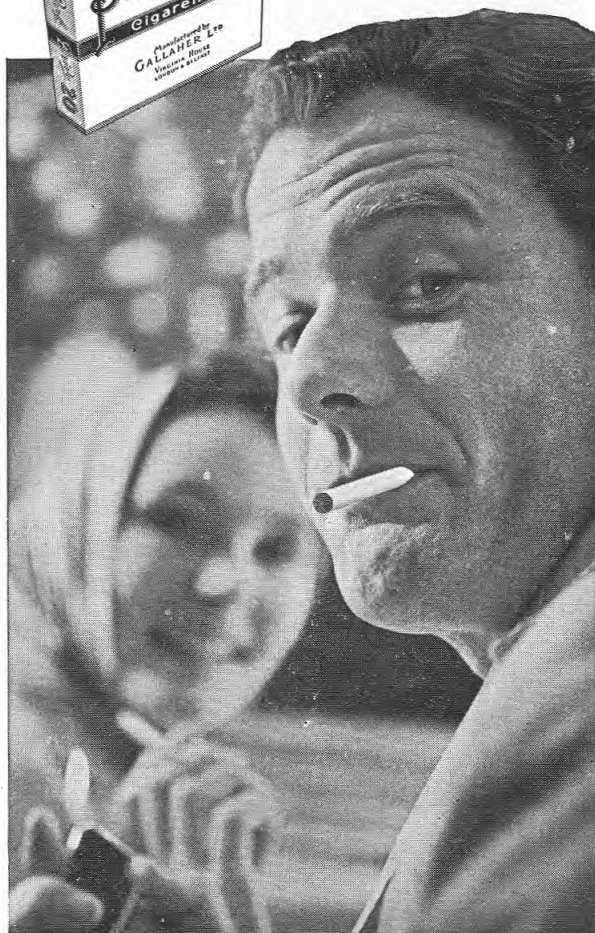


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a visit to the Radar Station on Tai Mo Shan, the highest point in the colony, flying in light aircraft and helicopters with the Hong Kong Auxiliary Air Force and many visits to Hong Kong and Kowloon for shopping and sight-seeing. Hong Kong is all that picture books say about it.

From Hong Kong we flew to R.A.F., Changi, Singapore, where we stayed during our trips around the island and the Malayan Peninsular. Whilst in Singapore I met Sqn. Ldr. Longstaff, who was my Sqn. Cdr. when I first came to Locking. He showed me around and also introduced me to members of the sailing club there, of which he is secretary. Life looks good in Changi.

Our next stop was at Aden, but we had to break our trip at Gan for refuelling. Although we only stayed for an hour I met an ex 86th Locking Apprentice who showed me around and told me all about his job there.

In Aden we saw much of the Protectorate in a Dakota and were also taken into the desert by the station desert rescue team. This proved to be an interesting trip as we were able to meet and mix with the local people who seemed thrilled to see us and to be photographed with us.

From Aden we flew to Bahrein in the Persian Gulf, where we stayed one night, whilst here we were shown some more desert, an oil refinery, herds of grazing camels and were also able to do some Go-Karting.

The end of our trip was in sight as we left Bahrein to fly to Cyprus. It was on this leg of the trip that I was invited to have lunch with C.A.S. and Lady Pike; this proved interesting as Lady Pike knew my home town and district very well and so we had plenty to talk about.

In Cyprus the other Apprentices and I stayed with a Warrant Officer and his family. We watched a Firing and Bombing demonstration over Episkopi Bay and were each presented only 24 minutes later with a photograph which had been taken by a Canberra P R9 at the beginning of the demonstration.

On Saturday, 15th May we flew from Cyprus back to London Airport with a wonderful memory of a most worthwhile trip, a few small mementos for ourselves, some presents for our families and boxes full of coloured photographs and films to remind us of the trip on a cold winter's evening by the fireside.

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THE LIFE OF A MAGNETRON

by **SQN. LDR. G. D. BOLAM,**

M.A., B.Sc., Dip.El., A.M.I.E.E.

One of the most important of the secret weapons developed during the war was the multi-cavity magnetron. It is not generally realised that the cathode of a magnetron is very quickly stripped of its coating and after passing current for a total time of only a few hours a magnetron is quite useless. Fortunately, a magnetron passes current for only a very small fraction of the time a radar is working.

Multi-cavity magnetrons are designed to work on centimetric wavelengths and must therefore be small (in physical size). In order to provide a high power pulse output the cathode must be capable of a very large peak emission—of the order of 1 A/cm^2 .

In order to secure such a high peak emission the cathode has to be oxide coated. With such a coating the electric field near the surface of the cathode should really be less than a certain value to avoid stripping the cathode—a value corresponding to anode potentials of a few kilovolts. However, to provide a high power pulse the valve must not only pass a high peak current (about 20 A) it must also have a high anode potential—of the order of 20 kV. This sets up an electric field which will strip the cathode in a few hours.

Magnetron cathodes are made to give as long a life as possible by special surface treatments but the life is still short—only a few hours. Fortunately, pulse-working means that for each hour a radar is in operation the magnetron is in fact passing current for only a fraction of a second. Thus, although the working life of a magnetron totals only a few hours it can be used in an equipment for a few thousand hours.

Since the life of a magnetron is limited it is important to have a convenient way of testing magnetrons in use. This is done by using a spectrum analyser and rejecting a magnetron when the side lobes in the spectrum exceed 40 per cent. of the main lobe.



**GROUP CAPTAIN C. E. P. SUTTLE, O.B.E., B.Sc. (Eng.), M.I.E.E.,
M.Brit.I.R.E., F.R.C.O., R.A.F.**

PRINCIPAL EDUCATION OFFICER

Group Captain Suttle was educated at St. Dunstan's College, Catford, London, and the Northampton Engineering College, University of London, where he obtained an honours B.Sc.(Engineering) degree in electrical and mechanical engineering. He then joined the Edison Swan Company, being employed on development work connected with coiled-coil lamps and on other lamp manufacturing and production problems. His real interest, however, was in technical education, and he had his first opportunity in this field when the Royal Air Force expanded in 1935.

In September, 1935, Group Captain Suttle was posted to the Electrical and Wireless School, Cranwell, as a teacher of technical educational subjects to Wireless Operators. In 1937 he was posted to No. 84 Squadron, Shaibah, Iraq, as Station Education Officer. Shortly after the outbreak of war, he returned to the United Kingdom, first to No. 2 Radio School, Yatesbury, and then as a member of the staff of H.Q. No. 26 (Signals) Group. In 1941 he went to Northern Ireland as Command Education Officer and in 1942 to No. 7 Radio School, South Kensington, as Senior Education Officer, on promotion to Squadron Leader.

In 1943 he joined the staff of H.Q. No. 27 (Signals) Group and in 1946 he went to Aden as Area Education Officer. A further staff appointment followed at H.Q. No. 28 Group in 1948 and then a tour of duty at No. 2 Radio School.

On promotion to Wing Commander in 1951, Group Captain Suttle was posted to H.Q. No. 21 Group and subsequently to H.Q. No. 27 Group. He was then appointed to the staff of Headquarters, Technical Training Command where he was responsible for preparing the design of the R.A.F. Missile Training School and drawing up the training arrangements for missile technicians. He joined R.A.F. Locking in 1959, was appointed O.B.E. in the Queen's Birthday Honours List that year and promoted Group Captain in July, 1959. He was elected A.M.I.E.E. in 1947 and M.I.E.E. and M.Brit.I.R.E. in 1960.

Group Captain Suttle has always been a keen amateur musician, and has assembled and conducted choirs and been an organist throughout his Service career. He was for a time an articled pupil of the late Dr. E. T. Cook at Southwark Cathedral and assistant organist there. He has studied the pianoforte with Mr. E. Kendall Taylor and has latterly taken up the violoncello. He became an Associate of the Royal College of Organists in 1937 and F.R.C.O. in 1962.

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EXCHANGE VISIT TO FRANCE, 1962

Report by 686515 N. O'NEILL (C.A.A.)

On Friday, 27th July, 1962, five apprentices from Locking, with Squadron Leader Bolam, left Weston airport in a Varsity aircraft, for France, as part of an exchange visit between Royal Air Force and Armée de l'Air apprentices. On the same morning, five apprentices left Halton, and we joined up with them in France. After reaching the French base at Rochefort we had food and then met the Halton party and our guide and interpreter. He was Sergeant-chef Leroi ("chef" meaning "chief" and not "cook"), who had learnt his English in America. His phraseology was a trifle strange but he was a splendid fellow and proved to be an invaluable aid. Our driver had also made himself known; a dynamic little fellow named Philippe. Although a trifle prone to emulate racetrack drivers, he was, nevertheless, a very good driver, and conveyed us from point to point with the minimum of time and trouble.

We were accommodated in the N.C.O.s rooms whilst at Rochefort (only a sergeant and above is considered as being an N.C.O. in the French air force; somewhat akin to our S.N.C.O.s).

After settling in, we were officially welcomed to France and Rochefort Air Base by the Deputy Commandant, Colonel Martel. The C.O. himself, General Stanislas, also said a few words but unfortunately could not speak English and S/C Leroi had to translate. We then had a quick look around the M.T. training workshops, and were impressed by the number of cut-away working models available to the trainee. This was also noticed at other bases during the visit. That evening, we went to see a "Son et Lumière" at the Chateau de la Roche Courbon, an unforgettable sight. We also got to know the Halton party a bit better. It would have been better to have done this before going to France, but time was short.

The next day, we went to visit the locomotive factory at La Rochelle, which, surprisingly, proved to be very interesting. After a picnic lunch, the afternoon was spent on the beach. The whole party was impressed by the number of bikinis on the beach, but the language was an annoying barrier. Our French improved 100 per cent. after that afternoon! On the way back, we had a quick look at the submarine pens built by the Germans. So solidly were they constructed, that they defied repeated bombing attacks, and are still as serviceable today as when they sheltered German U-boats.

The next day, Sunday, we drove to Royan, visiting the lighthouse at the Point de la Courbreu en route. This lighthouse is 60 metres high, and whilst there is a terrific view from the top, the spiral staircase is never-ending. At Royan itself, we attended an official reception given by the Mayor as part of the Sea Day celebrations. Royan is a very modern seaside resort. Almost completely destroyed

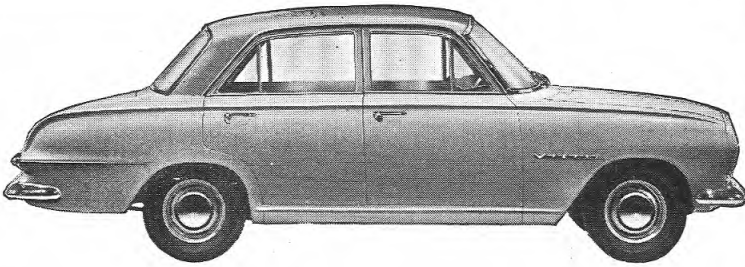
by the British during the war, it was replanned and rebuilt to make the beautiful town it is today, and provides a living example that some good can come from a war.

The rest of the day was spent on the beach. The language was by now less of a barrier than before, and Anglo-French relations were soon established with some young Frenchmen (and girls, of course) in a game of volley-ball. This is, incidentally, a very popular game in France, and as it was suggested that there might be an exchange of sporting teams in the future, perhaps a little more practice at this game here is indicated; just to give us a fighting chance. Before returning that evening to Rochefort, we were shown the Royan Catholic church, a magnificently designed edifice of glass and concrete.

Monday entailed a trip to the resort of Saint-Jean de Monte. A slight accident was encountered en route as the driver desperately tried to keep up with the very fast police motor-cycle escort. We halted at a small town to attend a flag-raising ceremony, and to sample the thrills of Go-Karting, another very popular French sport. The Mayor's reception at Saint-Jean de Monte took the form of an official luncheon. This marathon meal lasted two and a half hours. Unfortunately, the wine proved to be a little too much for one of our party, and he had to leave discreetly. We were glad to get onto the beach for an hour, before attending yet another reception that evening. Fortunately, food and wine did not appear in such profusion at this ceremony. (Saint-Jean de Monte, by the way, boasts a twenty mile long promenade.) We reached Rochefort just after midnight, very tired and with our uniforms somewhat scruffy. And scruffy they had to stay, as it was impossible to obtain an iron. The French-style uniforms do not require pressing. In fact, our Sergeant-chef was astounded to see us cleaning our buttons. French-style buttons do not require cleaning. But due to the extremely hot weather, we were in shirt-sleeve order most of the time, and the sorry state of our uniforms was thus not quite so noticeable.

On Tuesday, after a look around the Martel wine warehouse in Cognac, we visited Saintes, where Armée de l'Air apprentices spend the first two years of their training. The French apprentices scheme is rather different to the English, in that they spend the first two years doing what amounts to a course in General Engineering. The third year, which is spent at Rochefort, involves specialist training in a particular trade. Consequently, their trade knowledge is not as good as ours, but they have a better understanding of basic engineering. Saintes was the newest and most modern base that we visited, but the living quarters, whilst clean, were still somewhat smaller and more cramped than our own.

Wednesday involved a drive to Bordeaux, where we spent the night at the Air Force Base, which is also used by the civilian authorities. We were shown some very modern flying training equipment for Vautour aircraft. We also saw the new control tower, in which the equipment was almost identical to that used by the R.A.F. That evening we spent in Bordeaux, a very pleasant town.



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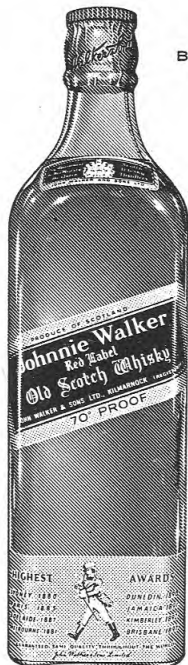
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On Thursday morning, we made an early start for Limoges air base, visiting some subterranean caves on the way. They were a magnificent sight, and the French proudly informed us that even the Americans had nothing as big as these! We also saw one of the world's largest potholes (if it can be called such!), which was perhaps more impressive than the caves, with its underground river and 250 foot high caverns. All that day we drove through scenery very much the same in appearance to that of the Rhineland; following the Dordogne river through mountainous country, each mountain or hill surmounted by some medieval chateau; scenes straight from a fairy story.

From Limoges air base, which is in reality a giant storehouse, we visited the famous Limoges pottery works, and were duly impressed by the skill and craftsmanship exhibited by the workers. A nearby uranium mine was also seen, but other than a large hole in the ground and some massive lorries and earth-moving machinery, there was not much else of interest. We drove to Rochefort via Oradour-sur-Glane. This village was completely destroyed by the Germans, and all its occupants murdered. It has been made into a national shrine; we left it in a sombre mood.

The next day, we flew to Paris in a French Dakota aircraft. During the three days we had in Paris, we were able to visit all the tourist attractions; Napoleon's shrine, Eiffel Tower, Pigalle, Aquarium, the Latin Quarter, Arc de Triomphe, and also the beautiful Palace of Versailles. Three days is not really long enough to see all of Paris, but we certainly tried.

On Tuesday, 7th August, we emplaned on another Dakota and flew back to England. Our visit to France enabled us to see what has made France a great country in the past, and also to glimpse her potential to be great in the future. All the Frenchmen we met were quite charming, and somewhat more inclined to be friendly than their English counterparts. Some of the French customs we found a trifle strange. The custom of eating all one's food off one plate, for instance. One custom that made them our lifelong friends was the custom of serving beer or wine with every meal, which even the apprentices benefit from. One thing we could not get used to, however, was the continental breakfast; we missed our bacon and eggs!

In conclusion, I would like to thank all those who made this visit possible, and a success.

GLIDING

by 686302 SGT. APP. DEAN

The gliding enthusiasts on the station enjoy the facilities and friendly atmosphere of Bannerdown Gliding Club, one of the numerous R.A.F. Gliding and Soaring Association clubs in this country.

The R.A.F. Gliding and Soaring Association now has a fleet of over one hundred sailplanes and gliders in the United Kingdom and overseas. Six of these aircraft are situated at Colerne, their types varying from the sleek high performance "403" to the "brick-like" performance tandem "Tutor".

The Apprentices provide the nucleus of the Locking members at Bannerdown, they all survived the Arctic conditions of the winter and early spring; the activities normally considered over-energetic were indulged in quite frequently in frantic endeavours to keep warm—mid-field retrieves became almost a pleasure.

Despite the poor weather of the spring three of the "hard-core" succeeded in flying solo in the Tutor before summer leave, and there is no doubt that more "A" and "B" certificates will be gained soon.

Competitions have added much glamour and interest to the club activities. In the 1962 British National Championships at Aston Down, Bannerdown was proud to have an entry—Mac A. Bacon, flying the club Olympia 2 b into ninth position in League 2.

The August competitions at Bicester were dogged by bad weather, the "Duty Seaweed" only managed to provide three competition days. The club C.F.I., Ed. Meddings, achieved fame, winning this meeting.

Bicester is the R.A.F. Gliding Centre and bookings are taken for Ab Initio courses and Soaring weeks for solo pilots. Your scribe spent three memorable weeks at the centre, the first week produced an epic road retrieve to Hornsea in Yorkshire, the last two weeks produced a wealth of new and exciting experiences; doing battle with thermals, cloud flying in the Slingsby Eagle and slope soaring at Halton rounding off an exciting holiday.

HOW MUCH WOULD IT COST?

Producing a magazine always produces criticism from its readers and ours is no exception. Criticism is welcome, it keeps us on our toes but inevitably the unfortunate solution to the majority of the suggested improvements in layout and content results in the stock question, "How much would it cost?" Some of the questions you asked I have tried to answer below.

What does it cost to produce this magazine?

As near as makes no difference, if the form stays the same, £210. At 2/- a copy that means we must sell 2,000 copies which, of course, we can't as yet do.

Why were there so many advertisements?

Advertisements provide us with a steady and very welcome income which allows us to keep the cost down. Without the advertisements in fact the magazine would cost you almost 4/- a copy!

Why were there so few illustrations and photographs?

A photograph filling one page costs approximately £7. In other words every photograph to pay for itself entails selling another 70 copies of the magazine!

How then do you propose to improve the magazine?

To improve the magazine we must have more income through sales of copies. If every apprentice at Locking buys a copy we would be able to make improvements in each succeeding issue. Just balancing our books is not good enough, we need to improve and we cannot do that without support. Did you buy a copy of the last issue? Less than two-thirds of the apprentices at Locking did!

If you have any criticisms or suggestions please write and tell us, we'll gladly publish your letters and see what can be done.

A.J.I.D.

WING NEWS

We congratulate the following on their promotion:—

C.A.A. to S.A.A.

686339 Pyle	686302 Dean
686324 Lewis	686310 Hadley
686290 Bates	686338 Purdy
686320 Kitching	686291 Bishop

L.A.A. to C.A.A.

CEY 10106 Siriwardane	686493 Fisher
685324 Duffy	686767 Lawson
686316 Jarvis	686515 O'Neill
686343 Strawson	686720 Hannington
686326 Lynn	686862 Hankey
686387 Carter	686848 Scrivener
686502 Ring	687147 Pyle
686490 Collins	

A.A. to L.A.A.

686321 Lant	686716 Clark
686325 Lindsay-Halls	686752 Coles
686315 Hall	686852 Paterson
686301 Davies	686773 Barrington
686498 Platt, N.	687133 Lee
686361 Munro	687121 Hayward
686485 Byng	687105 Ellsmore
686494 Hancock	687144 Pedrick
686730 Naden	687078 Barnes
686883 Farrell	687313 Bengree
686768 Kear	687350 Rafferty



Passing Out Parade of the 93rd Entry of Aircraft Apprentices

31st July, 1962

Reviewing Officer : Air Marshal Sir John Baker-Carr, K.B.E., C.B., A.F.C.

Parade State Graduating Entry

Parade Commander	W.O.A.A. Tyndall, W.F.C.
Parade Warrant Officer	S. A. A. Jones, A. R.
No. 1 Squadron Commander	S.A.A. Hudson, J. A.
No. 1 Flight Commander	S.A.A. Lanchbury, G. J.
No. 2 Flight Commander	S.A.A. Jones, D. N. V.
No. 2 Squadron Commander	S.A.A. Evans, M. J.
No. 1 Flight Commander	S.A.A. Tanner, M. R.
No. 2 Flight Commander	S.A.A. Eddy, R. A.

Supporting Squadrons

Supporting Entries Commander	S.A.A. Hadley, G. D.
No. 1 Squadron	
Squadron Commander	S.A.A. Kitching, D. J.
No. 1 Flight Commander	S.A.A. Purdy, P. W.
No. 2 Flight Commander	S.A.A. Lewis, R.A.
No. 3 Flight Commander	C.A.A. Matthews, L. E.
No. 4 Flight Commander	C.A.A. Bond, R. H.
No. 2 Squadron	
Squadron Commander	S.A.A. Pyle, M. W.
No. 1 Flight Commander	S.A.A. Dean, M. S.
No. 2 Flight Commander	S.A.A. Bates, J. J.
No. 3 Flight Commander	C.A.A. Siriwardane, C.
No. 4 Flight Commander	C.A.A. Jarvis, B. A.

No. 1 Radio School Apprentice Band

S.A.A. Bishop, R. J.

No. 5 Regional Band

Flying Officer J. Martindale

PRIZE LIST AND ACHIEVEMENTS

Brit.I.R.E. Prize for Highest Marks in Educational Subjects	685910 C.A.A. Ash, G. W.
A.M. Prize for Highest Aggregate Marks	685982 W/O A. A. Tyndall, W. F. C.
A.M. 1st Prize for Educational Subjects	686023 A/A Mercer, R. S.
A.M. 2nd Prize for Educational Subjects	685982 W/O A.A. Tyndall, W. F. C.
A.M. 1st Prize for General Service Subjects	685982 W/O A.A. Tyndall, W. F. C.
A.M. 2nd Prize for General Service Subjects	685972 S.A.A. Hudson, J. A.
A.M. 1st Prize for Air Radio	686070 L.A.A. Ellender, B. J. E.
A.M. 2nd Prize for Air Radio	685871 S.A.A. Eddy, P. M.
A.M. Prize for Highest Marks in Ground Radar	686023 A. A. Mercer, R. S.
A.M. Prize for Highest Marks in Ground Wireless	686078 C.A.A. Watling, M. G.
A.M. Prize for English and General Studies	685910 C.A.A. Ash, G. W.
Locking Prize for Best Set Task	685312 A. A. Wood, E. R.
Victor Ludorum	685893 L.A.A. Minshall, J.
Lord Trenchard Memorial Prize	685982 W/O A.A. Tyndall, W. F. C.

WING COLOURS

Wing Championship	“ A ” Squadron	Cricket	S.A.A. Hudson, J. A.
Soccer	A.A. Gregory, P.		S.A.A. Tanner, M. R.
Tennis	A.A. Steele, A. L.		L.A.A. Galvin, M. D.
Athletics	L.A.A. Minshall, J.	.303 Shooting	A.A. Furness, M. J.
	A.A. Mreland, I. S.	Basketball	A.A. Izzard, P. W.
	A.A. Gillam, P.		A. A. West, J. G.
	A.A. Plume, P. A. E.		A.A. Morris, W. R. J.
Canoeing	C.A.A. Herbert, J. G.		S.A.A. Jones, A. R.
Rugby	A.A. Moreland, I. S.		W.O.A.A. Tyndall, W. F. C.
	A.A. Davies, P.		L.A.A. Galvin, M. D.
	A.A. Krzyzanowski, W.	Fencing	L.A.A. Hamilton, R.
	L.A.A. Minshall, J.		A.A. Short, F. D.
Cross Country	A.A. Gilliam, P.	Hockey	A.A. Miller, A. E.
	S.A.A. Evans, M. J.		A.A. Hooper, A. R. G.
Swimming	W.O.A.A. Tyndall, W. F. C.	Gymnastics	A.A. Walker, C. B.
	A. A. Walker, C. B.		A.A. Day, M.
	A. A. Gunson, W. E.		
	A. A. Hooper, A. R. C.		
	A.A. Izzard, P. W.		
Boxing	L.A.A. Minshall, J.		
	L.A.A. Poole, D. G.		
	C.A.A. Orr, J. S.		
	A.A. Halliwell, N. J.		
	S.A.A. Eddy, P. M.		
	A.A. Davies, P.		

Address given by Air Marshal Sir John Baker-Carr, K.B.E., C.B., A.F.C., as Reviewing Officer on the occasion of the graduation of the 93rd entry of Aircraft Apprentices at Royal Air Force Station, Locking, on Tuesday, 31st July, 1962.

The Air Marshal said:—

Air Officer Commanding, Commandant, Your Worship, Ladies and Gentlemen,

I had no idea before I came here, that there were going to be so many parents, but I must say that I am most happy to see you all here, although my planned address is somewhat heavy. Indeed, I feel rather like the English Professor of Anthropology—Anthropology, in case you didn't know, is the study of the history of mankind—who was sent off to the U.S.A. on a lecture tour. All went well until he found himself in a mid-western mining community, and he found himself looking at some very tough looking customers in the audience. He felt rather nervous but he started off bravely enough until he saw one of the audience bring out a firearm and lay it quietly on his lap, he went on with his lecture for a while but stopped abruptly when he saw a second miner bring out his six-shooter and cock it with a confident click! There was a deathly hush for a moment or so then the face of the first miner broke into a friendly grin and he said: "You carry right on, son, we're not gunning for you, we're after the chap who invited you here". Well—I accepted the invitation to come here from your Commander-in-Chief, and I did so not just to oblige him, believe it or not, but because I really wanted to come. I consider it a great honour to have been invited because at the Air Ministry, tucked away in a little hutch, I am responsible, very roughly, for the technical efficiency of the Air Force, and, of course, the radio trades are a very important part of this efficiency. I wanted to see for myself some of the new generation of radio tradesmen. I have been, as I am sure all of you have been, very impressed, first of all with the Parade, which was excellent—I know something about this sort of thing as I used to run one of these establishments myself. I don't suppose many of you realise how much trouble you can get into when you are in charge of a parade if you make any slips, but Warrant Officer Aircraft Apprentice TYNDALL did not make any slip-ups at all and did a very good job, and I thought he was very well supported by his Squadron N.C.O.s, who didn't make any slip-ups either.

You have heard also from the Commandant's report that on the scholastic side, the entry has done very well indeed, in fact they have broken the 32-year-old record with the highest percentage of passes, which is really remarkable. Then on the sports side you have heard that they have done very well, and in the Duke of Edinburgh's Award Scheme too, so all that is very satisfactory from a technical chap's point of view—and from an R.A.F. officer's point of view—but I wonder what our Anthropologist—that expert on the development of minds—would have thought if he had been in my place looking down at the 93rd Entry. Well—I don't wish to make any reference to monkeys or anything like that, because they are quite

a bright looking bunch of chaps. In fact, looking down at them, I think it is quite remarkable how far these chaps have come from their ancestors. Some 10,000 years ago mankind was very little better than an animal, strange to say that he had the same brain capacity as you have got—and I have got—but it was entirely undeveloped and that went on for some 5,000 years during which time there was very little development of the human mind and then something wonderful occurred and this was man's discovery of how to make fire. It seems a small thing to do but it had tremendous results in that when mankind discovered fire they were able to spread out all over the world they no longer had to remain in one place. They went North into the frozen areas because they could now keep themselves warm. There were animals to kill for food and something else—perhaps even more vital—soil, soil which was rich in minerals—the copper, tin, iron, which they melted down with fire to make tools and eventually to make machines and then engines, first of all steam, then petrol and electricity and developing onwards to atomic energy. Now you can all see how tremendously our civilisation is tied up with this discovery of our ancestors in the chaining and use of power. This power is a thing which we in the Air Force have been entrusted with from aeroplanes with jet engines, even piston ones, to other weapons particularly the atomic ones which are capable of generating millions of horse power. Now why have we been entrusted by the nation with this enormous power, the reason is to keep the peace. Now this is a very wonderful thing that at last in this long history of mankind that we have developed power to such an extent that if we use it properly it can prevent man from killing his own kind. This has never been possible in the past, so we have got this great responsibility to organise it and have it ready so that any would-be aggressor knows that it is ready to use.

We have bases all over the world, we belong to regional defence organisations and we are spread very thinly but very widely over the globe in our defence organisations. Now this defence organisation and all these tenuous bases would be of no value at all unless they could be drawn together by a great spider's web of radio communications, first of all to feed in all the information available on what the enemy is doing, co-ordinating the orders between these groups and providing information facilities for the aircraft to operate on whatever missions are required. This is surely a very good picture of how important the radio trades are to this job which the R.A.F. has got to do.

Now the question is how are the 93rd Entry chaps, who are just going out into the Service, going to use their training that they have got here. Well on this point I am just going to tell you a short story—a true one—from which I can draw a moral.

A few years ago at the Imperial Defence College, which is the highest defence training college that we have in this country, and which trains our own senior officers and officers from the Commonwealth, there was a chap from Ghana, and for those of you who don't know where Ghana is, it is on the West Coast of Africa. Well, needless to say, our friend from Ghana was of a colour so black as to make a piece of coal go white with envy, he was a very decent chap and very popular with the rest of his class, but the interesting thing is that we were invited to dine by the Local Chamber of Commerce, and the Ghanaian was selected to give a vote of thanks on behalf of the guests. He got up and said: "It might surprise all

of you here tonight to know that I have a great deal of pure Scottish blood in me—you see, my great-great-grandfather ate one of your Presbyterian Missionaries”. Now the moral I want to draw from this is don't think that just because you have digested all the instruction you have had here that is all you have to do.

Start by doing it according to the book—after all those ancestors of yours, by using their brains, improved your lot and you can do a lot for the Royal Air Force as well if you use your brains. You may well find that a great deal of the work laid down in the book is quite unnecessary any longer. This does happen, equipments alter and improve all the time, and these things are sometimes not noticed by the chaps who should notice them. So if you use your brains and your knowledge that you have got here, you may save work, but you know, it is just as likely that you will find the equipment is really more complicated than you thought and requires a lot of manhours to keep it going in working order. Now you should do your darndest to find out how to make less work, you may think out some ingenious system of inspection which does three bits in one and so save manpower and manhours, then again you might think of a gadget for testing which is much simpler than the existing one. This is possible, after all, the existing one was probably invented by a chap like you. Besides the service you will do, perhaps I can appeal to your sense of greed a little too, because you get a financial reward for this sort of thing. Every month in some Command or other, the Commander-in-Chief gives some award and this could range from £5 to £25, but Air Ministry is very much more generous than this. I read in “Air Clues” a little while back that a Chief Technician Radio chap got £500 for some invention or other.

Now your life in the Royal Air Force will not be comprised of dealing with one technical problem after another. The R.A.F. is something like a Club, but I think I would rather call it a brotherhood of officers and men. Wherever you go in the R.A.F.—be it the windswept aerodromes of the North Coast, the burning deserts of Africa, or the magic of the East, Singapore perhaps, you will make a lot of new friends and meet your old ones too, you will always have a feeling of belonging, and a feeling of the great traditions behind you and this peculiar characteristic where we all work to keep the aircraft in the air and ready for immediate use.

Now, you are going out in the Service and the thing to remember is that there are endless opportunities to get on, there is no limit at all to your careers. You have heard the Commandant say that there are 10 ex-apprentices who have got to air rank and from your School now you have got Warrant Officer Aircraft Apprentice TYNDALL who is going on a cadetship to Cranwell and 7 others who are going as officers, flying. Now you can't all of you be prize winners, all of you can't get to air rank, and maybe all of you won't become officers but there are a tremendous lot of prizes in between being an apprentice and being an air officer, lots of prizes indeed and so one thing you can be sure of and that is whether you win any of these interim prizes in your career, you may not get terribly far, but you will be in a job and a way of life that will give you great satisfaction and happiness and so to the 93rd Entry, as you go out into the Royal Air Force, take this wonderful prize with both hands and the very best of luck to you.

93rd ENTRY POSTING LIST

Cranwell Cadetship as a Pilot

685982 Cpl. Tyndall, W. F. C. (Commonweal Grammar School, Swindon)

Direct Entry Commissions as Pilots

685939 Cpl. Cresswell, J. V. (Spilsby Flanklin Secondary Modern School, Skegness)

685956 Cpl. Evans, M. J. (Lord William Grammar School, Thame)

685972 Cpl. Hudson, J. A. (Fulfor C. of E., York)

685974 J/T Jones, A. R. (Dorchester Secondary Modern School and South Dorset Technical College, Weymouth)

685902 Cpl. O'Flynn, F. J. (Caversham Secondary Modern School, Reading)

685995 Cpl. Williams, J. S. (Dynefor Grammar School, Swansea)

Direct Entry Commission as a Navigator

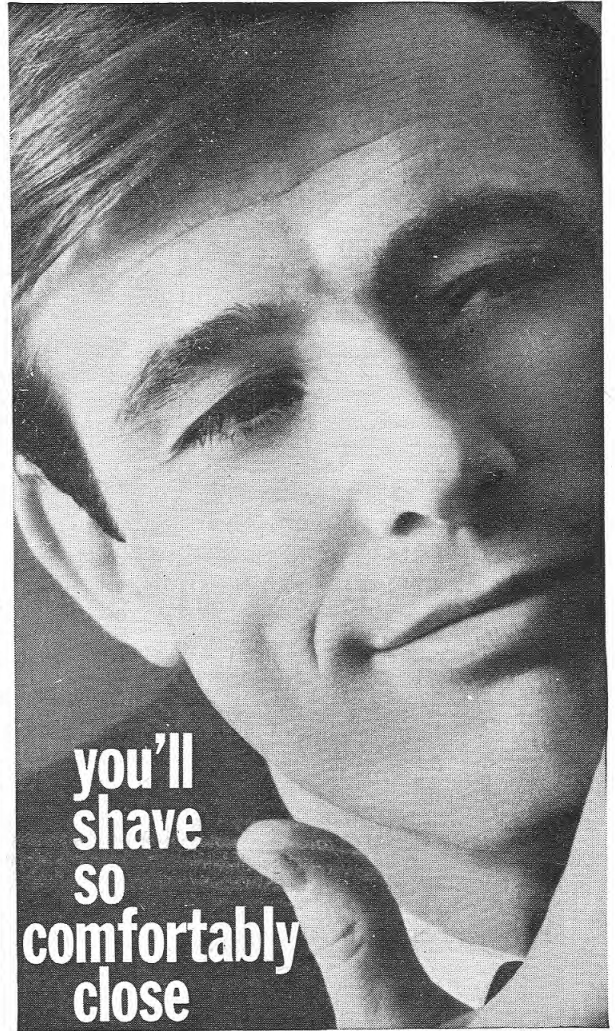
686064 Cpl. Lanchbury, G. J. (Maesteg Grammar School, Maesteg)

685905	J/T Abbott	R.A.F. Feltwell
685907	J/T Alcock	No. 2 A.N.S. Hullavington
685906	J/T Ambrose	R.A.F. Lyneham
685909	J/T Anderson	R.E.U. Henlow
685910	J/T Ash	R.A.F. Coningsby
685911	J/T Axtell	No. 44 Sqn. Waddington
685912	J/T Bacon	R.A.F. Buchan
685914	J/T Bagnall	R.A.F. Feltwell
686068	J/T Bailey	R.A.F. Lindholme
685915	J/T Balchin	R.A.F. Waddington
685916	J/T Ball	R.A.F. Bawdsey
685919	J/T Bannister	No. 44 Sqn. Waddington
685921	J/T Beer	R.A.F. Lyneham
685924	J/T Bettison	No. 207 Sqn. Marham
685925	J/T Bishop	R.A.F. Driffield
685926	J/T Blackburn	R.A.F. Buchan
685927	J/T Blanchard	R.A.F. Lyneham
685928	J/T Blewett	R.A.F. Lyneham
685929	J/T Boley	No. 231 O.C.U.
686069	J/T Botwood	No. 139 Sqn. Wittering
685922	J/T Bowen	R.A.F. Tern Hill
685934	S.A.C. Bowen	R.E.U. Henlow
685933	J/T Bradley	R.A.F. Bawdsey
685200	J/T Brown	R.A.F. Middleton-St.-George
685932	J/T Brown	No. 2 F.T.S. Syerston
685930	J/T Brusey	No. 230 O.C.U.
685931	J/T Bulman	R.A.F. Binbrook
685942	J/T Care	No. 50 Sqn. Waddington
685936	J/T Cullem	R.A.F. Patrington
685951	J/T Daley	R.A.F. Gaydon

685908	J/T Davey	No. 41 Sqn. Wattisham
685935	J/T Davies	R.A.F. Binbrook
685949	J/T Davies	No. 101 Sqn. Waddington
685917	J/T Davis	No. 214 Sqn. Marham
685948	J/T Day	No. 44 Sqn. Waddington
685946	J/T Deekens	No. 50 Sqn. Waddington
685947	J/T Dickenson	R.A.F. Coltishall
685923	J/T Drew	R.A.F. Gaydon
685944	J/T Drew	A.G.R.S. R.A.F. Upwood
685943	J/T Dronfield	R.A.F. Leconfield
685600	J/T Eagle	R.A.F. Boulmer
685971	Cpl. Eddy	No. 33 Sqn. Middleton
685952	J/T Ellaway	R.A.F. Neatishead
686070	J/T Ellender	C.S.E. Watton
685957	J/T Foreman	A.E.S. Topcliffe
685955	J/T Frankish	R.A.F. Bawdsey
685953	J/T Furness	C.S.E. Watton
685969	J/T Gale	R.A.F. Scampton
685966	J/T Galvin	R.A.F. Wartling
685071	J/T Garrod	No. 41 Sqn. Wattisham
685968	J/T Gibbon	No. 4 F.T.S. R.A.F. Valley
685965	J/T Gillam	C.S.E. R.A.F. Watton
685964	J/T Gledhill	R.A.F. Bawdsey
685963	J/T Gordon	R.A.F. Patrington
685960	J/T Green	No. 232 O.C.U. Saydon
685073	J/T Gregory	No. 15 Sqn. Cottesmore
685961	J/T Gunson	R.A.F. Finningley
686056	J/T Hallelwell	No. 232 O.C.U. Gaydon
686958	J/T Halliwell	R.E.U. Henlow
686054	J/T Hamilton	R.A.F. Leconfield
686967	J/T Harris	No. 22 Sqn. St. Mawgan
686053	J/T Harris	No. 50 Sqn. Waddington
686052	J/T Harrison	R.A.F. Kinloss
686051	J/T Hatten	R.A.F. Wartling
686049	J/T Hayes	No. 101 Sqn. Waddington
686048	J/T Herbert	No. 49 Sqn. Marham
686050	J/T Heron	No. 49 Sqn. Marham
685979	J/T Hillier	No. 42 Sqn. St. Mawgan
685978	J/T Hillman	R.A.F. Honington
685977	J/T Hoare	R.A.F. Lyneham
685976	J/T Hocking	No. 3 G.R.S.S. Norton
685975	J/T Hooper	No. 206 Sqn. St. Mawgan
685980	J/T Horobin	R.A.F. Honington
686973	J/T Howard	R.A.F. Marham
686970	J/T Hughes	R.A.F. Tern Hill
686058	J/T Ingham	R.A.F. Driffield
686057	J/T Izzard	A.F.D.S., Coltishall
686062	J/T James	R.A.F. Buchan
685569	J/T Jarvis	No. 101 Sqn. Waddington
686075	J/T Johnson	R.A.F. Lindholme
685920	J/T Jones	R.A.F. Patrington
686059	J/T Jones	R.A.F. Lyneham
686061	J/T Kitching	A.E.S. Topcliffe
686055	J/T Knowles	R.A.F. Hemswell
685060	J/T Krzyzanowski	R.A.F. Patrington
686063	J/T Langsdale	R.A.F. Cottesmore

686065	J/T Lattimer	R.A.F. Boulmer
686026	J/T MacCallister	R.A.F. Valley
685554	J/T Macpherson	R.E.U. Henlow
686025	J/T Marsh	No. 10 Sqn. Cottesmore
686024	J/T Masefield	R.A.F. Wyton
685899	J/T Maudlin	R.A.F. Finningley
685897	J/T McConnell	No. 214 Sqn. Marham
685900	J/T McLean	R.A.F. Patrington
685628	J/T Mcpherson	No. 74 Sqn. Coltishall
685898	J/T Melling	R.A.F. Middleton-St.-George
686023	J/T Mercer	R.A.F. Leconfield
685896	J/T Merewood	R.A.F. Neatishead
685895	J/T Miller	R.A.F. Bawdsey
685893	J/T Minshall	No. 50 Sqn. Waddington
685266	J/T Moreland	R.A.F. Middleton-St.-George
685894	J/T Moir	No. 25 Sqn. Leuchars
685892	J/T Morris	R.A.F. Bulmer
685891	J/T Mortimer	No. 44 Sqn. Waddington
686027	J/T Newton	No. 18 Sqn. Finningley
686932	J/T O'Gorman	R.A.F. Cottesmore
686031	J/T O'Halloran	R.A.F. Whittering
686030	J/T Orr	R.A.F. Lindholme
685901	J/T Owen	R.A.F. Norton
686035	J/T Parkin	R.A.F. Lyneham
686036	J/T Plume	R.A.F. Whittering
686033	J/T Poole	R.A.F. Whittering
686034	J/T Powell	No. 207 Sqn. Marnham
686045	J/T Raine	R.A.F. Boulmer
686043	J/T Reeves	No. 4 G.R.W.S. Upwood
686041	J/T Reynolds	R.A.F. Wattisham
686042	J/T Richards	R.A.F. Wattisham
686039	J/T Rollo	R.A.F. Leuchars
686076	J/T Rowlett	No. 10 Sqn. Cottesmore
686038	J/T Ruane	Wattisham
686073	J/T Russ	R.A.F. Finningley
685981	J/T Scarborough	R.A.F. Lindholme
686021	J/T Sheehan	No. 25 Sqn. Leuchars
685570	J/T Shelton	R.A.F. Henlow
686019	J/T Short	No. 101 Sqn. Waddington
685624	S.A.C. Smith	R.A.F. Benson
686017	J/T Smith	R.A.F. Middleton-St.-George
686046	J/T Smith	No. 214 Sqn. Marham
686077	J/T Snowden	No. 207 Sqn. Marham
686015	J/T Stabler	R.A.F. Kinloss
686009	J/T Steedman	No. 41 Sqn. Wattisham
686016	J/T Steele	R.A.F. Patrington
686014	J/T Steer	R.A.F. Little Rissington
685573	J/T Stewart	R.A.F. Lindholme
686013	J/T Stickley	R.A.F. Leconfield
686011	J/T Stoves	R.A.F. Boscombe Down
686008	J/T Sturgess	R.A.F. Binbrook
686005	J/T Sunley	R.A.F. Leuchars
686044	J/T Swift	R.A.F. Wartling
685993	J/T Tabener	No. 139 Sqn. Wittering
685991	Cpl. Tanner	R.A.F. Bassingbourn
658989	J/T Taylor	R.A.F. Gaydon
685990	J/T Telling	No. 49 Sqn. Marham

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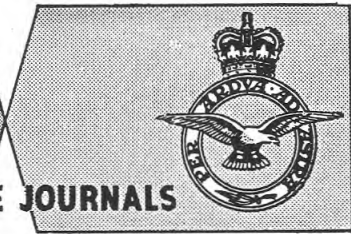
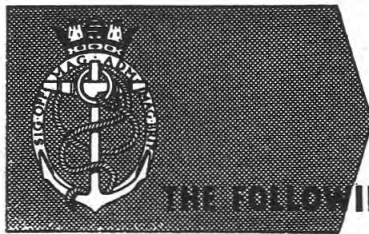
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685985	J/T Thorne	No. 101 Sqn. Waddington
685984	J/T Tones	No. 6 F.T.S. Acklington
686079	J/T Tookey	R.A.F. Scampton
685983	J/T Trussler	No. 214 Sqn. Marham
686040	J/T Virgo	R.A.F. Bassingbourn
685904	J/T Walker	R.A.F. Boscombe Down
685006	J/T Walker	R.A.F. Waddington
686022	J/T Walker	R.A.F. Binbrook
685998	J/T Wall	R.A.F. Wyton
686078	J/T Watling	R.A.F. Stadishall
685580	J/T Watson	R.A.F. Boolmer
686007	J/T Watts	R.A.F. Binbrook
686004	J/T Wellstood	R.A.F. Abingdon
686002	J/T West	No. 214 Sqn. Marham
686047	J/T West	R.A.F. Abingdon
686003	J/T Wheeler	No. 214 Sqn. Marham
686000	J/T Wheeliker	R.A.F. Finningley
686001	J/T White	R.A.F. North Luffenham
685999	J/T Whyatt	R.A.F. Gaydon
685997	J/T Wilkinson	No. 214 Sqn. Marham
685996	J/T Wood	No. 214 Sqn. Marham
686012	J/T Wood	No. 18 Sqn. Finningley
686312	J/T Wood	R.A.F. Bawdsey
685994	J/T Wooler	R.A.F. Marham

ATHLETICS

The team has had a very good season winning all but two of their matches and all athletes are to be congratulated on their enthusiasm and good results. Undoubtedly the outstanding success of the season was retaining the Junior Cup in the MacEwen Championships and also winning by a very narrow margin the MacEwen Trophy. Although Locking has held the Junior Cup for 3 years, we have not won the overall trophy since 1959. At the end of the Championships both Locking and Halton were found to have the same number of overall points, 142, but as we had gained 11 first places and Halton had only won 9 we were able to bring the Trophy home with us.

With the aid of six apprentices the Station was able to gain honours by winning the 24 Group Championship. James, Siriwardane, Kirk and Bennett were selected to represent 24 Group in the Technical Training Command Championships and C. A.A. Siriwardane and C.A.A. Bennett gained their Command Colours in the Royal Air Force Championships. Siriwardane gained a third place in the final of the triple jump even though he was handicapped by an injured leg, and Bennett gained a fourth place in the final of the 120 yards Hurdles. Siriwardane represented the R.A.F. against the U.A.U. and also was reserve for the R.A.F. team in the Inter-Services Championships; he was also awarded colours for Combined Services versus the A.A.A.

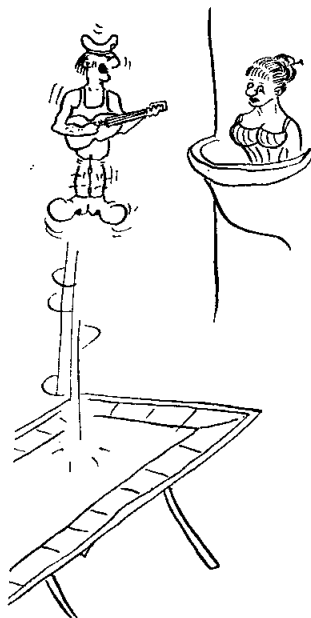
The first ever Junior Inter-Service Championships were held this year at R.A.F. St. Athan on 28th July. The R.A.F. team included a majority of Locking Apprentices, namely James, Stride, Clark, Swanston, Watling, Ferris, Naden, Kirk, Hancock, Cross and Kershaw. The result was very close with the Army and the R.A.F. teams scoring the same number of points, but the Championship going to the Army because they had 8 first places to the R.A.F.'s 7. Notable performances were made by L.A.A. Stride when he won the 440 yards in a new Wing record time of 51.8 secs. and by L.A.A. Clark who won both the 880 yards and the mile events.

The following Wing records have been achieved by the under-mentioned athletes:

220 yards	23.3 secs.	C.A.A. Bennett (95)	Cosford
440 yards	51.8 secs.	L.A.A. Stride (94)	St. Athan
200 yards Hurdles	24.4 secs.	L.A.A. Stride (94)	Locking
		L.A.A. Naden (96)	Locking
120 yards Hurdles	15.6 secs.	C.A.A. Bennett (95)	Locking
Triple Jump	46 ft. 2½ in.	C.A.A. Siriwardane (94)	Cosford



GYMNASTICS



Each year the Apprentice Gymnastic team gives displays for various charities and organisations.

This year a show was given at the British Legion Fete Langport and another at Weston-super-Mare on the Beach Lawns.

These two shows were very well received, in fact this was the team's second appearance at Langport as they put on a display last year which earned a return invitation.

The Beach Lawns show was in aid of the Abbey Gate Homes for the elderly. The team were glad of a warm day which helped to attract a large crowd.

Unfortunately the weather on Station Sports day was typical "Sports day" weather. Luckily there was a fine period which enabled the team to perform a shortened display but, not without apprehension as some of the equipment was rather wet and slippery.

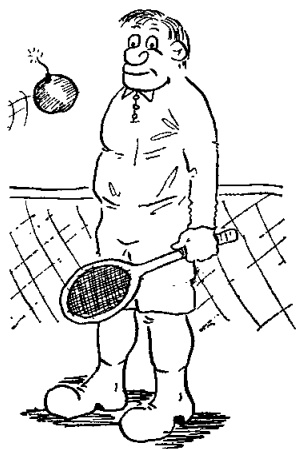
A favourite part of the shows was the performance of A/A Walker (93rd) as a clown, he carried out this difficult part of the act very well indeed, having taken over the part from S.A.A. Pine (90th) who was the team's first clown and we now hear he is a member of the Royal Air Force Diving team.

The members of the team this year were apprentices Walker, Day and Langsdale (93rd), Todd and Bates (94th), Clayton, Keir, Coles, Pike and Farrell (96th), Cree, Figgins, Hawkswell, Armstrong, Clarke and Thrift (99th), Wall and Blackburn (100th).

Team training was again undertaken by Sgt. McKeever, P.T.I., who had trouble in trying to get the team together in the evenings, due to various other commitments of the team members.

All members worked hard when they were able to get to the gym for training. The outstanding gymnasts this year, apart from the clown, were Clayton, Day, Todd, Cree and Coles.

TENNIS



The season began with a good win over the Army Apprentices at Chepstow (8-1), the younger members of our team then went on to play in the semi-finals of the Youth Schools Tournament which ended in a (3-6) defeat, this was mainly due to the fact that we had entered a weak team.

In the Apprentice Tennis Final against Halton, being a much stronger team we won 8-1 although Halton played very well indeed.

We were able to turn out a very strong team against Dr. Morgan's School and had a very decisive victory over them (9-0).

In the latter part of the season we played the Station team and suffered a defeat of (1-6) this was mainly due to the experience of the other side.

Team

S.A.A. Lewis, R. A.	94th
A.A. Randell, J. (Capt.)	100th
A.A. King, W.	100th
A.A. Manning	100th
A.A. Hodges	96th
A.A. Foggo	96th
A.A. Hodgkinson	101st

CRICKET

The number of matches played during the season was unfortunately smaller than had originally been planned. This was partly because some of the opposing teams were from Grammar Schools who found themselves unable to play because of G.C.E. commitments.

In the Youth Competition (Under 18), Locking lost against Hereford in a home match played on 16th June. That was an unlucky day for us in that our other team was beaten in an away match against Sidcot School, Winscombe. However, just over a week later, on 24th June, Locking was victorious in a home match against Halton.

Unfortunately the two matches arranged for July—one for 7th July against Weston-Super-Mare Grammar School and the other for 14th July against Dr. Morgan's School, Bridgwater, were both cancelled by the schools because of examination commitments. However, the Locking Inter-Entry Six-a-Side competition, organised on similar lines to that of 1961, aroused a good deal of enthusiasm. In Division I, the 93rd were the winners and the 97th the runners-up. In Division II, the 94th won and the 96th were runners-up.

It is intended to arrange a bigger fixture list for next season and it is hoped that all Apprentices who are keen on cricket will give full support to the team captains, so that we can look forward with reasonable confidence to an active and successful season in 1963.

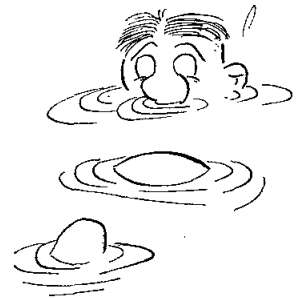


SWIMMING

It is fitting that the opportunity is taken, through the medium of the Locking Review, to express the gratitude of the members of the Swimming Club and, indeed, of the Apprentice Wing to those members of the 93rd Entry who did so much to make Locking second-to-none amongst the Youth Schools during the past three years. Bill Tyndall was an inspiring captain who by personal example and achievement led the team to many notable successes; Colin Walker, Pete Izzard and Bill Gunson were a trio of comedians, who were yet loyal to the team and their captain and could always be relied upon to do the unexpected—to the dismay of our opponents; Tony Hooper, who would be the first to admit that he was not a "natural" swimmer, earned the respect of everyone for the efforts he made during training and the very good performance he gave whenever it was required of him.

With the graduation of the 93rd Entry an era passes but they have left behind them a tradition and an enthusiasm which will ensure continued success for the Swimming Club.

On Saturday, 30th June, the Inter-Schools Swimming Championships were held at R.A.F. Cosford. For the third year in succession Locking were the winners in spite of some dramatic misfortune in that Colin Walker, who represents the Royal Air Force in the Breast Stroke event, was disqualified in this event!! The achievement of the team in winning the Challenge Cup for the third year in succession is quite unique and the suggestions of one member



of the team that the Cup is now engraved " Represented for competition by R.A.F. Locking " is worth considering!

During the past few months Tyndall and Walker have been selected to represent the Royal Air Force and Farmer (97th Entry) represented the R.A.F. in the Junior Inter-Services Championships at Oswestry on 21st July.

Colours were reawarded to Tyndall, Walker, Gunson, Hooper, Newcombe (94th), Farmer (97th). Colours were awarded to Izzard (93rd) and Larner (98th). Mike Farmer has been appointed captain for the coming year.

MODEL AIRCRAFT CLUB

On the first weekend of September nine members of the club attended the Royal Air Force Model Aircraft Association National Championships held at R.A.F. Debden (20 miles S.E. of Cambridge). They returned to Locking with the Inter Schools Team Shield for Apprentices and Boy Entrants. Also a third place in the Single Channel Radio Control event, obtained by A. A. Kitchen (99th) who was using completely home made radio equipment in a Mercury Matador. If his engine had kept running, he might have been placed 2nd. A. A. Handley, also 99th flew his multi-channel radio entry into 4th place in its respective class. This was after building practically a complete model on Friday night (it was completed 05.00 hours Saturday) which fell to pieces anyway, and then finishing yet another model to fly in the contest on the Sunday in the presence of Air Marshal Sir Wallace Kyle, C.B., C.B.E., D.S.O., D.F.O., the A.O.C. in C. Technical Training Command.

Other classes entered were Class A Speed and Combat but these entries were all knocked out in early heats on Saturday afternoon and Sunday morning.

Members are now planning models for the forthcoming Group Championships where they hope for higher places and to enter more events. This sudden surge of enthusiasm no doubt stems from the fact that Kitchen placed 3rd in Radio with his very first Radio controlled model which he had only flew about three times before the contest.

During the next year it is hoped that many more trophies will be brought back to Locking and that the Inter School trophy at the R.A.F. M.A.A. Championships will be won outright and not tied for with Halton Apprentices, as it has been for the past two years.

DRAMATIC SOCIETY

The beginning of the Michaelmas Term sees the Dramatic Society preparing to perform another play in early November. This production will be " Simon and Laura ", another comedy written by Alan Melville. The play tells the tale of the turbulent married existence of two ageing and acrimonious stage performers; the intrusion of a Television Company complicates the plot and makes the comedy one which will be thoroughly enjoyed by all.

Apprentices are again reminded that their talent is needed in the production of the Dramatic Society, and their support in their hundreds as members of the audience will be appreciated very deeply.

STATION SPORTS DAY

SUMMER 1962



Station Sports Day this year was held on the 11th of July, and the emphasis was placed upon making it a "family" event as well as an athletic competition. The result was that there were more competitions of a light-hearted nature. These included a honeymoon race, a chariot race, and one event for "carrying the can".

CONTRASTING STYLES

Although the weather was more suited to March and April, the new-style meeting was obviously a success. In the Team competition "A" Squadron were the winners with 55 points, followed by "2" Squadron with 49 points.

Mrs. W. D. Disbrey kindly presented the prizes at the end of the meeting.



R.A.F. Inter-Station Athletic Competition

The Station Athletic team ended the season on a triumphant note holding off a late challenge by R.A.F. Yatesbury to win the final of the Inter-Station competition at R.A.F. Wittering on Wednesday, 29th August, 1962. The relay team also won the Inter-Station Relay trophy at the same meeting.

The victory in the final, as well as the successes in the earlier rounds, was a consequence of all-round team strength because the rules of the competition allow individual athletes to compete in only one event each.

The outstanding members of the Apprentice athletic team formed the backbone of the Station team, namely, James (96) 100 yds., Stride (94) 440 yds., Gillam (94) 880 yds., Clark (96) three miles, Platt (95) Walk, Bennett (95) Hurdles, Hancock (95) Discus, Cross (94), Hammer, Naden (96) Long Jump, Siriwardane (94) Triple Jump, and Kirk (94) Pole Vault. All performed with credit against generally older and more experienced athletes, many of them ex-Locking apprentices themselves. Special mention may be made of Bennett and Kirk who won their events in each round of the competition as well as in the final.

Thus Locking regained the King George V trophy which they last won in 1960.

In the 4 × 100 yards Relay final Stride, Bennett and James combined with Corporal Elgie of the P.T. staff, to beat the favourites, R.A.F. Bridgnorth, in the most exciting race of the day with a time of 44.6s. This is the first time that we have won this trophy and the time is also a Station record for the event.

Final results of Inter Station Competition

1. R.A.F. Locking	...	...	...	72 pts.
2. R.A.F. Yatesbury	...	...	...	71 pts.
3. R.A.F. Gaydon	...	...	...	60 pts.
4. R.A.F. Henlow	...	...	...	58 pts.
5. R.A.F. Lindholme	...	...	...	49 pts.
6. R.A.F. Finningley	...	...	...	45 pts.

SUMMER VARIETY SHOW

Spurred on by the success of the Christmas variety show held in the Y.M.C.A., it was decided to put on a more ambitious show at the end of the Summer Term. Due to the limitations of the Y.M.C.A. permission was obtained to use No. 3(T) Block. A meeting was held by the "remains" of the Christmas Show and the date was tentatively set for 24th and 26th July.

Talent scouts "scoured" the Wing and returned with a number of new acts. The old favourites remained however. Rehearsal dates were set and work commenced, but was severely hampered by Summer Camp and the daily excursions to "Tech".

After a few rehearsals, a final programme was worked out and sent to the printers. From then until the show, the lights in No. 3 Block burned well into the night. In fact for the stage crew, the Wing 48 was spent there. By now rehearsals were well under way, being held up occasionally by thousands of "arabs" building juke boxes and clocks, switching lights on and off, and dropping bulbs on the producer's head from above.

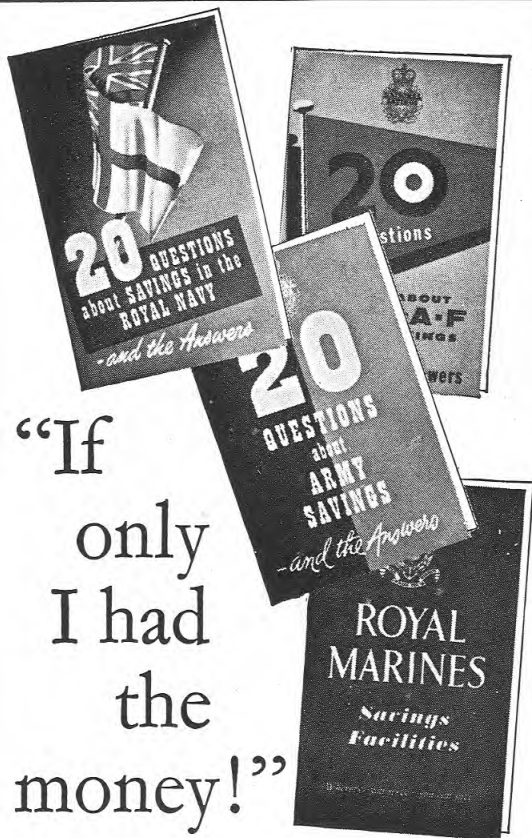
Despite all this the opening day approached, but we hadn't a piano, sound equipment or sketch. Apart from the sketch this was no problem, as the amplifying equipment was hired from the "House of Sound" Bristol and the piano from Milliers in Weston. But the sketch! As we hadn't obtained one when the programmes went to the printers item 15 was entitled: "Watch this Space". After weeks of reading through umpteen joke books (which Chiefy Lines flatly refused to tell) a sketch was obtained and rehearsed only two nights before the show. Unfortunately as the show was running rather long it was scrubbed both nights.

Then the big night was here at last. The Apprentice Brass Band, conducted by Mr. J. C. Jackson, played a few marches and ended with the overture from "South Pacific" before the curtains opened. Then the lights went low and an expectant hush filled the hall (and butterflies filled the stomachs of those behind the scenes). The curtains opened to the swinging "Severn Side Jazzmen". This was followed by ventriloquism with Padre Schofield and then Pete Norman and his marionettes. Then for a bit of comedy (and not entirely dependant on Stan Freberg this time) were the Discomaniacs. "Jock" Thomas followed singing some classical numbers and was given a rousing cheer by the 100th Entry. Then we had the "Vigilantes" a new "Shadow" type guitar group (who insisted on changing their names to the "Incas" after the programmes had been printed). After that "Farmer Jarge" took a layman's view of life at Locking followed by our version of "Juke Box Jury". Then for a welcome return were "Geordie and Norman" with their accordians. After that for a much needed rest was the interval with refreshments provided by Amesbury Y.M.C.A.

Five minutes before the start of the second half, the Brass Band played another couple of marches. Then the curtains opened to the throbbing rhythm (and high intensity sound waves) of the "Skid Row Combo". After the cheering had died down Padre Schofield again entertained us but this time with some magic. This was followed by "Cheat the Clock" where the contestants tried to beat time for small time prizes. Then for a quiet change Lance Kershaw played for us, on the piano, popular dance tunes and some classical numbers. After that Kieth Davies very wittily presented us with some "Shelly Berman" type of humour. This was followed by a second appearance of the Discomaniacs and then the final appearance of the Severn Side Jazzmen. The curtains then fell on three and a half hours of solid entertainment.

Even though the work was hard, those taking part felt it was well worth the effort. The proceeds of the show went to the "World Service" and Boys' Club Fund.

Producer	C. P. Clayton
Director	Mr. G. F. Lines (also compere)
Stage Manager	P. A. Godden
Assistant Stage Manager				M. H. Crewe
Lighting	B. Blake
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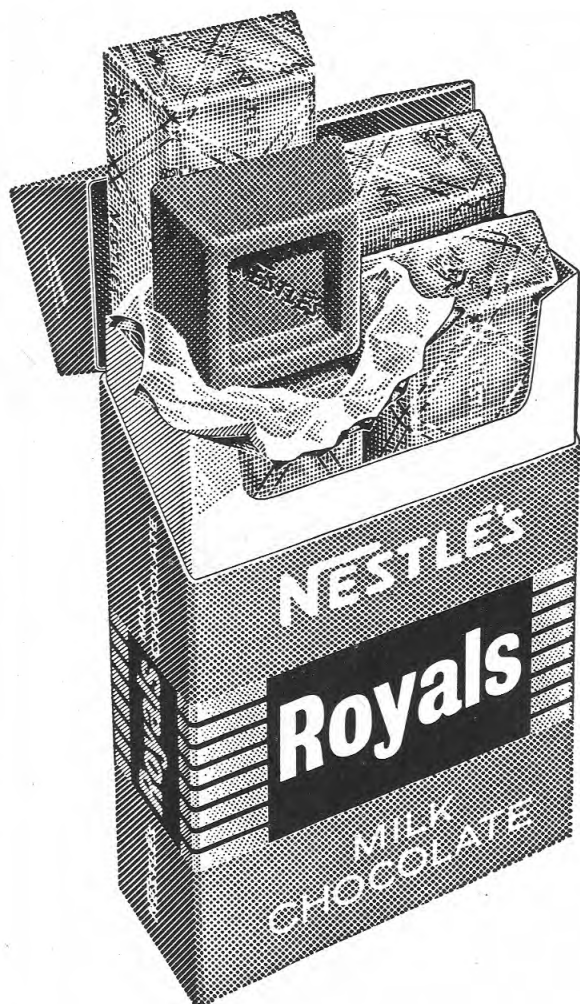
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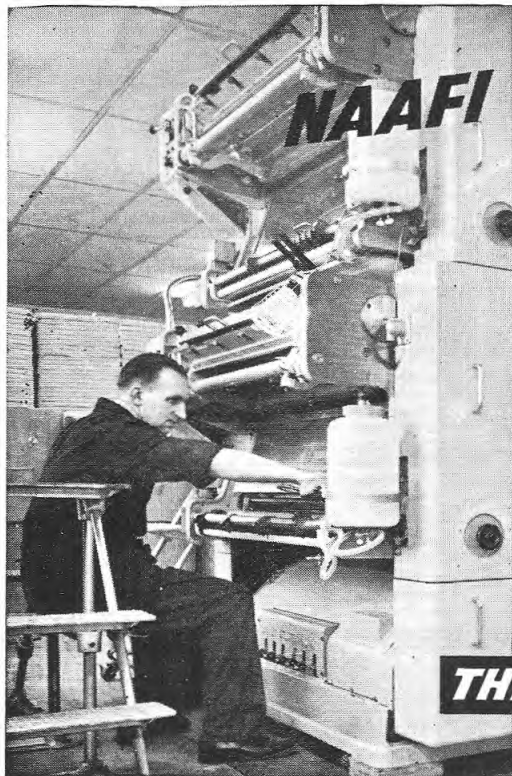
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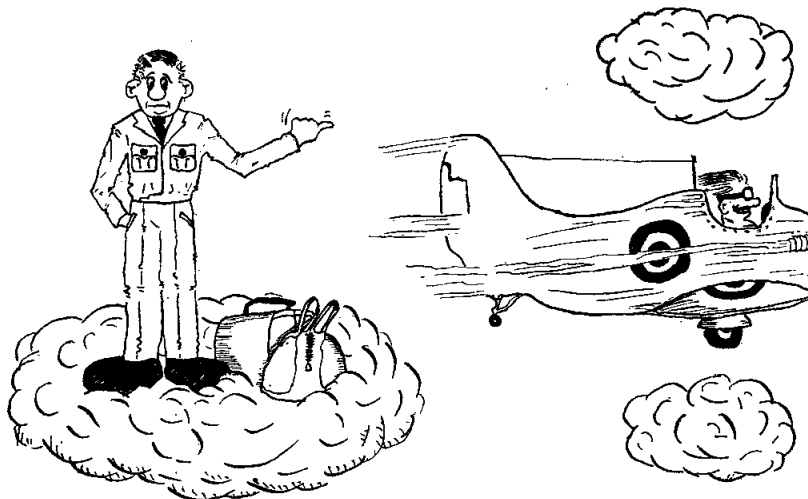
AERIAL HITCH-HIKING

An expedition to Canada, U.S.A. and France during one summer vacation,

by C.A.A. DUFFY, N. M., 94th Entry.

During the Summer Leave period of each year I have always set out for some region which I have not previously visited and explored. This year, my last year as an apprentice at Locking, I decided to try and make the most of the four weeks summer holiday by attempting a journey across the Atlantic.

A flight to Edmonton in Alberta, Canada, was arranged for me by the Squadron Commander after many telephone calls and on Saturday, 11th August, at 1800 hours I left Lyneham aboard an R.A.F. Transport Command Britannia. Eight hours and twenty minutes later at 2215 hours East Coast Time, our aircraft landed at Gander Airport, Newfoundland. Gander, known as "the crossroads of the world", was, at that hour of the night, completely empty. Ours was the only aircraft on the ground and the only other people present were the airport officials. At 2330 we took off again and after another nine hours and twenty minutes we reached R.C.A.F. Namao, Edmonton. The clock there read 0550 which necessitated putting our watches back another three hours, leaving us a total of eight hours behind British Summer Time.



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SOMERSET

Having caught some sleep, had breakfast and gone to Church, I went to the Air Movements Desk and enquired as to the possibility of a lift to some point nearer to my destination—Chicago. I was told that a flight was coming in which would be going to Winnipeg, Manitoba, but that there was little chance of being accommodated on it. However, with my fingers firmly crossed, I sat down and waited awhile. After an hour or so I asked if there were any vacant seats due to “no-show” passengers’ cancellations or any such thing. My luck was in and at 1200 hours I boarded an R.C.A.F. Yukon which delivered me to Winnipeg, 2½ hours later. Once more my watch had to be changed—this time two hours forward to Daylight Saving Time, which is in fact the mid American equivalent of our Summer Time, that is time one hour ahead during Summer and Autumn.

R.C.A.F. Winnipeg had no aircraft going south to the U.S.A. so, after a meal in the Mess Hall, I went downtown into Winnipeg and caught a street-car to the suburbs which left me on the road to the Canadian/United States border. At 2045 I picked up a lift which took me the 67 miles to the U.S. Customs and Immigration Post at Noyes, Minnesota. At 2230 I was in the United States. The Immigration authorities at the border were rather reluctant to let me across when I told them that I had no means of transport. However, after informing them that I had already travelled 7,000 miles and had only another 1,300 to go to Chicago, Illinois, they took a sympathetic view and let me through.

There was very little traffic on the highway and I had to wait almost three-quarters of an hour for a lift which took me to a place called Pembina, North Dakota. The two chaps who gave me the lift said that, as it was a Sunday night, there was very little chance of getting a lift and that my best bet would be to get some sleep and make an early start next morning. On enquiring I was told that I could sleep in the combined town hall, fire station and jail. At 0615 hours the following morning, having enjoyed seven hours of undisturbed rest, I woke up. A farmer gave me a lift to the Interstate Highway where at 0745 I picked up a lift which took me to the half way point between Winnipeg and Chicago—Minneapolis St. Paul. The driver was a gentleman from Winnipeg who was heading for Minneapolis to see a four-day baseball series, starting that evening. We drove down the Red River Valley to Fargo via Grand Forks and had a one-hour stop there from 1315 to 1415. My first visit was to the bank where, after ten minutes of non-stop talking, I persuaded the assistant manager to change £2 into 5.35 dollars for me. Then a combined breakfast/lunch was thoroughly enjoyed in a pancake house. From Fargo we crossed the State-line into Minnesota at Moorhead, Minnesota is the state famous for its 10,000 lakes and the ride to Minneapolis through Fergus Falls, a Scandinavian settlement, Alexandria, Sauk Centre and St. Cloud was most enjoyable and gave a brief, yet beautiful, insight into the majestic lakeland scenery.

At 1830 hours my driver and I exchanged addresses and parted on the western side of Minneapolis. Then I walked about 1½ miles to a “gas” station, where I picked up a lift to the eastern suburbs of St. Paul where I was left on the Chicago highway. Another lift was soon to come which brought me about 10 miles further out to Hudson. From there I walked about two miles and across the St. Croix River by bridge, one side of the river being Minnesota and the other Wisconsin—renowned as “America’s Dairyland”. At the other side of the bridge I found a driver going to Wausau via Chippewa Falls, arriving there at midnight. The owner of the car and I stopped at one of his haunts where I “swigged” Coke, “freshed-up” with Seven-Up, and gnawed Old Dutch potato chips.

Twenty minutes later at 0020 hours on Tuesday, 14th I was hitching on Route 51. About ten minutes later a young Californian university student picked me up in his 1954 Plymouth Sedan. The car, he had bought for five dollars (including a radio which worked!), and he was using it to get home. I was feeling fairly worn out after being on the move over eighteen hours and he was in pretty

much the same state for he had been milking cows at the same time as I was awakening from my slumber in the fire truck at Pembina!! At 0215 hours we pulled in at an all-night café on the highway and drank black coffee with hamburgers until we were conscious enough to continue our drive. At 0430 we pulled into a parking lot at Madison and had a couple of hours sleep.

0630 saw me on the road by myself again and after a short lift to Southern Madison a driver picked me up and we went down the N.W. Tollway Federal Highway 94. The driver was going to Rockford so he dropped me off on the highway and then drove off himself. I spent three-quarters of an hour standing there with my thumb stuck in the air before a Highway Patrol car came along and the policeman told me that pedestrians were not supposed to be there. He gave me a lift onto the State highway and showed me where I'd have the best chance of a lift. Sure enough—he had only just pulled away when a farmer pulled in and drove me to Belvedere. From Belvedere I got a lift to Genoa and from there to Marengo where I rang my relations in Chicago and informed them of my presence in the country! The phone call made, I had doughnuts and coffee for breakfast, and headed for Elgin, a town famous for its clocks and watches. I believe. At its Railroad Station there I was to wait for my relations to drive out and pick me up. I reached Elgin at 1230 and went for a snack. My appetite having been satisfied I returned to the rendezvous point where three hours and very many “Cokes” later my relations turned up.

Within 90 minutes we were in Chicago and I don't plan to write in detail about the good times I had there as it would run into quite a few volumes! I calculated when I arrived in Chicago that my total expenditure during my 8,300 mile journey from Lyneham was approximately fourteen shillings! !

I remained in Chicago until Tuesday, 21st, that is exactly one week, during which time I visited my very many relations and friends, spent one day at the Museum of Science and Industry, went sight-seeing and went to the “top of the rock”, Chicago's skyscraper 42-storey Prudential building.

At 2115 on Tuesday, 21st I departed from O'Hare International Airport, Chicago, and flew to Toronto, Canada, arriving there at 2330 Eastern Standard Time, which is an hour ahead of Daylight Saving Time—once more my watch was adjusted. I hitched by road from Toronto to Trenton, Ontario, where R.C.A.F. Air Transport Command H.Q. is situated. I arrived there at 0540 hours with my “heart in my mouth” to put it mildly as, before then, I hadn't worried very much about the problem of getting back across the Atlantic.

However, my luck held good, for after seeing the Movements Officer I was signed on as a supernumerary member of the crew of a “Yukon” which was leaving for Marville, France, at 2000 hours that evening. I spent the day catching up on lost sleep and at the scheduled time we departed. There were only twelve altogether aboard the 134-seater aircraft, and we arrived in Marville 10½ hours later at 1030 hours Central European Time on Thursday, 23rd.

At 1100 hours on Friday 24th, I left Marville on the last leg of my journey—the 360-mile flip to Gatwick Airport on an R.C.A.F. “North Star.” At 1315 we were on English soil and my problems as far as travel was concerned were all over. I was back after travelling some 14,350 miles which included 34 hours of flying time and a TOTAL expenditure of approx. £7 10s. 0d.

My trip was the most wonderful experience imaginable. Everywhere I went on the North American continent, I found the people extremely warm, kind and sincere—their attitude to the visitor is to please! No man could, nor should, feel a stranger there. My only regret was that I didn't have more time to spend there!

TWO GENTLEMEN FROM SOMERSET

being the first part of a play written in '96.

Scene: Tarmac in front of any hangar. Enter various airmen, led by one distinguished by three stripes and crown, and known as Chief.

1ST AIRMAN: Ho! Chief is this the kite that is destined to span the channel this day?

CHIEF (gloomily): Aye, 'tis the one.

2ND AIRMAN: Marny, 'tis in a sorry condition. Methinks 'tis not fit to e'en run the engines.

CHIEF: Th' art not paid to think—get on with thy inspection.

1ST AIRMAN: Has seen the starb'd tyre? 'Tis flat.

CHIEF: No matter. 'Tis only flat on bottom and will not be seen when kite is flying—Come! push the aircraft further out.

Aircraft is pushed to centre and all descend upon it. One hour lapses, enter N.A.A.F.I. van. All airmen desert aircraft and rush to van, except chief who sits on petrol drum in front of stage.

CHIEF: To fly or not to fly
That is the question.
Whether twere better to fly this massive beast
Into th'ethereal heavens
Or wait for spares long overdue.
How oft have many vouchers
Cast into stores dark caverns
Never to return—been lost,
Aye, even some by me. But, of this, no more
Lest walls have ears.
Then there's the man-power
Which still remaineth low.
But I have heard
That in the fair counties of Bucks and Somerset
There do exist a race of men
So fair and skilful that could we
Have but a few of them
Our problems would be resolved.
But doth not records know of this?
And there's the rub! For the chief recorder
Seizing biro's mighty pen, will shout
Enough! Enough! They have managed now
Let them manage yet—postings will be changed
And we shall have none of them.
But soft—the N.A.A.F.I. closes
Come! Breaks o'er! to work! to work!

Airmen stroll back slowly to aircraft. Enter airman with blue paper clutched tightly in hand.

AIRMAN: Ho Chief! I go, clearest thou me?

Chief (signing paper): Whither goest thou?

AIRMAN: To Boscombe Down on Sarum's rolling plains, knowest thou of it.

CHIEF: I have heard on't.

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AIRMAN: Is't a good camp?

CHIEF: How lik'st thou it here?

AIRMAN: I like it well.

CHIEF: Then thou wilt like it there,
All camps are built bricks and mortar
Which matter not. 'Tis the people in
That matter, and as thou art in part the people
So makest thou the camp for good or bad or what it is.

AIRMAN: Blimey! I mean, farewell Chief.

CHIEF: Farewell, Godspeed.

Enter airman in immaculate uniform, bearing four different
sized split pins on velvet cushion.

AIRMAN: Hail Chief! I am from stores and the bearer of thy spares.
Will't sign here?

Chief looks amazed and signs paper. Removing split pins from
cushion, walks across to aircraft.

Ho! Airframes and engines. Take these pins and fit them well
and we shall lose this beast this day.

Enter two more airmen.

1ST AIRMAN: Art thou the Chief?

CHIEF: I am, and who art thou?

2ND AIRMAN: We are ex-apprentices posted in this day from Locking
Camp, and are proficient in the art of radio.

CHIEF: Who sayest thou art?

Speak—or remain forever silent.
Regarding thy prowess. For by Marconi's coherer,
Thou shalt remain for ever on the hangar floor
With brooms clutched tightly in thy hands
If thy actions and thy words do not agree.

1ST AIRMAN: 'Tis written here upon this arm
For doth not the stripe thereon
Signify that we have passed our test.

CHIEF: Aye it signifies. But doth it say
That thou hast learnt, and having learnt
Can apply these arts.
Dost know aught of quick turn-rounds
And fuses that blow and reasons why?
Dost know of forms and overtime.
Still! thou seemest two fair lads, and willing
Come, to the break van—Ho! Naafi there
Awake, I say! A stoup of tea
For these two lads.
When thou art refreshed make haste into my office
Where thou shalt sign the documents for sundry duties.
Then, to thy section thou shalt depart.

(Exit)

1ST AIRMAN: This seems to me a right carve up.

2ND AIRMAN: In sooth from the devil to the deep blue sea, we have
travelled. Come, to the office and thence to further agonies.

(Exeunt)

EX-APPRENTICE CORNER

Before publishing the Summer copy of the magazine we wrote to many stations to appoint agents for our magazine, addressing the letters to ex-apprentices of the 90th, 91st and 92nd Entries. Some replied, some didn't. If you happen to see this magazine and you have no agent on your station write to us and let us know. Your orders for copies and, more important, your news, which can be passed on to others, will be only too gladly received by us and our readers.

Lucky men: Cpl. Tech. WARREN (ex 89th) working with 41 Squadron in Germany. J/Ts ESLICK and GRANT and S.A.C. JENKINS (all ex-92nd) were detached with 29 Squadron to Malta for a month and Cyprus for six weeks from LEUCHARS. How lucky can you get! We hope you received your last copies of "The Review" safely.

Not so lucky: J/T RICHES (ex-91st) stationed at ST. MAWGAN who just completed a P.G. course at COMPTON BASSETT then "ruined" his car. Celebrating his return?

Congratulations: To HARVEY and CHRISTIE (ex-90th) stationed at BENSON, on their marriages. We understand it's Cpl. CHRISTIE now and on P.W.R.s too! A bit belated but congratulations Cpl. NEWSON (ex-85th) on getting engaged at HONNINGTON. This marriage business is prospering. We hear that SIMMS (ex-91st) now at BOSCOMBE DOWN is taking the plunge too. So too is Cpl. LEPPER (ex-91st) to a Bristol girl in December.

Promotions: Our congratulations to VERNON and FELL (ex-90th) on promotion to Corporal at Cranwell and also to WILTON-JONES at HONNINGTON. Promotion to Corporal too for NEEDHAM (ex-90th) stationed at WATERBEACH, and LINN (ex-90th) at TANGMERE (now posted to UPWOOD we hear). Cpl. BELL (ex-90th) received his second stripe this year too. He is stationed at MARHAM. From BOULMER news of ALLEN (ex-88th) on making Corporal Tech. and a posting to Germany too. Three promotions to Corporal at WATTON recently were ATKINSON, LAMBERT and LEPPER (all ex-91st).

Aspiration: Cpl. MARSTON (ex-92nd) now stationed at LYNEHAM tells us he hopes to organise some re-unions on the 92nd Entry. If you come to Locking, 92nd, we'll lock and bar our doors that weekend for self-protection! Seriously though, any news of 92nd Entry will be welcomed.

Flyers: We haven't had all the names sent to us but we understand that the 90th and 91st Entries have been swelling the ranks of the intrepid flyers and navigators of the Air Force. Congratulations to those of you at SOUTH CERNEY on making Officer's and N.C.O.'s pilot's and navigator's courses. Those we have heard about are:

Officer Cadets: Neider, Wharmby and Grant (ex-90th);
Crosby (ex-91st)

N.C.O. Pilot's Course: Alexander (ex-90th).

NEIDER, WHARMBY and ALEXANDER should have passed out on 7th June. We hope all went well. Let us know where you have been posted please.

N.C.O. Navigator's Course: Russell (ex-91st).

We hear too that "J/T" Browne (ex-90th) is now Sgt. BROWNE, trainee navigator at HULLAVINGTON.

Cpl. RYLES (ex-91st) and RUSSELL (ex-91st) have been accepted for training as Sgt. Navigator's and J/T CRAMP (ex-90th) for Sgt. Pilot. Well done! Cpl. RYLES tells us, in fact, that about 25 ex-members of the 91st Entry attended Hornchurch for selection in March. Cpl. WINTER (ex-90th) is also waiting for an aircrew course. He is at present at BOULMER.

R.I.P.

We are sad to record the death of J/T LYNE who was fatally injured in a motor cycle accident while stationed at MIDDLETON ST. GEORGE. LYNE was with the 90th Entry at Locking.

It is with regret that we have to report the death of J/T BAGGOT (ex-93rd Entry) who was fatally injured in a road accident.

Well done: Cpl. FELL (ex-90th) who was picked to play basketball for Lincolnshire. He is now stationed at CRANWELL. J/T DAVIES (ex-92nd) at WITTERING is representing his station in the Group Athletics Championships and J/T ROCHESTER (ex-90th) keeping goal in the successful Tangmere soccer team. Cpl. MINSHALL (ex-87th) stationed at ST. MAWGAN has played rugger for his Station and Command. His brother in the 93rd has something to live up to! From Chivenor we are told that Cpl. CHILLERY (ex-87th) has boxed for the R.A.F. and holds his station pole vault record.

These athletes we must say "well done" to. All competed in the Royal Air Force Championships. Air Cadet EVISON (ex-91st) now in Flying Training Command winning the 880 yds. Cpl. FELL (ex-90th) 5th in the 120 yds. Hurdles and 6th in the 440 yds. Hurdles. Cpl. WYLES (ex-88th) coming 6th in the Pole Vault and Cpl. SHRUBSOLE in coming 4th in the 440 yards. Cpl. SHRUBSOLE was R.A.F. Champion in 1959.

Late News: Just before going to print some news of the 92nd Entry arrived. We understand Cpl. MARSTON and J/T RYAN have been offered training as air signallers. J/T HUFF got married on 7th July. Congratulations. Standing by for overseas postings are J/T ING on attachment to the Royal Rhodesian Air Force and J/Ts WALSH and MURRAY to Changi. J/T HILL (615) we are told got engaged recently, but no date for the wedding yet.

Please write to us and let us know any news from your Station of yourself and your friends. Others will want to know too.

A.J.I.D.

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