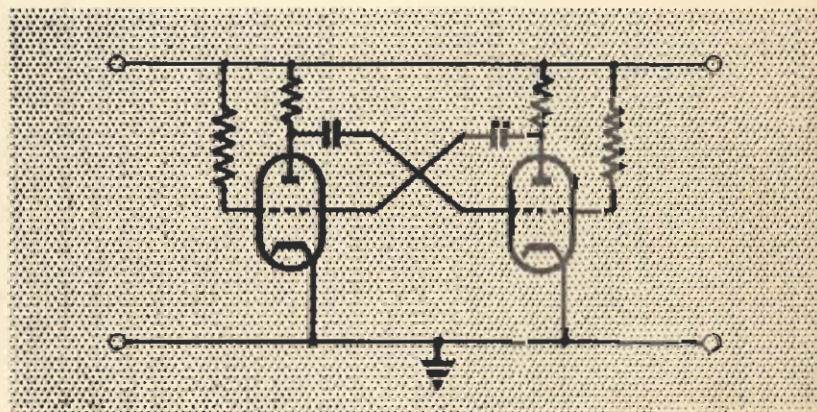


THE LOCKING REVIEW



AUTUMN 1963

GROVE PARK GARAGE

LIMITED

MAIN  DEALERS

For all New Fords



and Guaranteed Used Vehicles



6-8 LOWER BRISTOL ROAD,
WESTON-SUPER-MARE

Telephone 17 and 2281

Snap your fun

in COLOUR



with a new Kodak camera

We have models from 25/2d

R. W. & D. M. Tucker

R.A.F. Locking, Weston - super - Mare, Somerset

AT YOUR SERVICE

THOMAS HANSFORD

3-4 The Centre

Weston-super-Mare

Tel. 750/1

TAILOR AND OUTFITTER
For All

Service Uniforms and Accessories

R.A.F. ENTRY BADGES

Owing to heavy stocks we are offering the following Entry Badges at a special price.

	Silk	Wire
89th	15/-	30/-
91st	"	"
92nd	"	"
93rd	"	"
94th	"	"
95th	"	"
96th	"	"
98th	"	"
99th	-	63/-

NO. 1 RADIO SCHOOL SILK BADGES 12/6

NO. 1 RADIO SCHOOL WIRE BADGES 30/-

MINIATURE MEDALS TO ORDER.

G.C. STRIPES

R.A.F. SHIRTS, DRESS SHIRTS &
WHITE DRESS WAISTCOATS

AGENTS FOR R.A.F. BATES SERVICE HATS

REVIEW

APPRENTICE WING

No. 1 RADIO SCHOOL

ROYAL AIR FORCE, LOCKING

Vol. I, No. 5

Price 2/- (2/6 post free)

by kind permission of the Commandant
Air Commodore W. D. Disbrey, C.B.E., A.F.C.

Editor	Mr. H. Gandy
Assistant Editor	Flt. Lt. T. G. Nelson
Business Manager	Sqn. Ldr. P. D. Jones
Sports Editor	Sgt. McKeever
Photographs	Mr. E. V. Wheeler
Advertising Agents	Combined Service Publications Ltd.
Line Drawings	Mr. D. Bate

Contributions, letters and orders should be addressed to :—

The Editor, Locking Review,
Royal Air Force, Locking,
Weston-super-Mare, Somerset.



***exploring
latest advances
in electronics***

WIRELESS WORLD is the most important professional journal for Britain's electronics technologists—all who set the pace of progress, and must keep in closest touch with developments in other countries. Month by month leading specialists discuss advances in both theory and practice. Problems of designing circuits for current applications are analysed and illustrated with typical examples. New equipment is described in detail. News of the electronics and radio industry throughout the world—including important conferences and exhibitions—is fully reported. The first journal ever devoted to radio, founded over 50 years ago, WIRELESS WORLD today provides an indispensable survey of international progress.

2s. 6d. MONTHLY FROM ALL NEWSAGENTS
£2.0.0 a year by post. Special Student's rate £1.0.0

Wireless World

ELECTRONICS • RADIO • TELEVISION

IIJFFE ELECTRICAL PUBLICATIONS LTD., DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

Contents

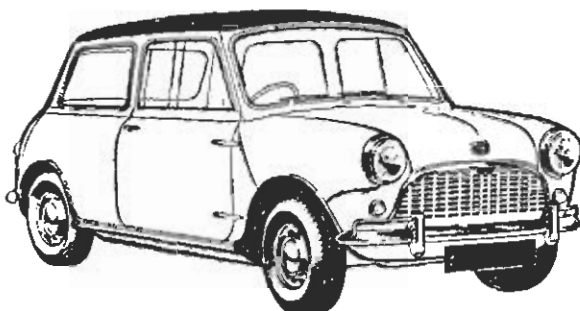
96th ENTRY :-

Passing Out Parade	9
Address by the Reviewing Officer	11
Posting List	12
Prize Giving	16
Achievements of the 96th Entry	16
FROM MENDIP TO THE SEA : Chapter 2	17
THE STICKY END OF AN ANODE	20
TROUT FISHING IN BRISTOL RESERVOIRS	21
WAGES THROUGH A BANK	25
AN EXPEDITION BY THE 97th ENTRY	28
MAGNIFICA CORRIDA DE TOROS	31
BATTLE OF BRITAIN EXHIBITION	35
SUB AQUA CLUB'S VISIT TO JERSEY	39
SPORTS & SOCIETIES :-	
Locking Fencing Club	43
The Game of Squash Rackets	44
Apprentice Wing Band	45
Athletics	47
Apprentice Cricket	49
Apprentice Soccer	49
Lawn Tennis	51
EX-APPRENTICE CORNER	53

See the . .

AUSTIN MINI

M
O
T
O
R
I
N
G
S
C
H
O
L
O
F



Y
E
L
L
S
R
I
A
C

SALES AND SERVICE — AT

PASSEY & PORTER LTD.

Locking Road, Weston-super-Mare
and Winscombe, Somerset

Telephones : Weston-super-Mare 4445/6 - Winscombe 2224/5

CULLEN'S (Langford) Ltd.

Langford, Nr. Bristol

'Phone Wrington 203

FORD



HILLMAN

Hillman Imp

*JENSEN Distributors for Somerset,
Wiltshire and Gloucestershire*



Reviewing Officer : Air Marshal Sir Edouard Grundy,
K.B.E., C.B., Controller of Guided Weapons and Electronics, Ministry of Aviation

Parade Commander	W.O.A.A. R. J. Kennett
Parade Warrant Officer	C.A.A. Hankey, C.
No. 1 Squadron	
Squadron Commander	S.A.A. O'Neill, M. T. C.
No. 1 Flight Commander	S.A.A. Carnall, C. L. H.
No. 2 Flight Commander	S.A.A. Branch, S. P.
No. 2 Squadron	
Squadron Commander	S.A.A. Waters, I. F.
No. 1 Flight Commander	S.A.A. Becker, K. H.
No. 2 Flight Commander	S.A.A. Fisher, J. P.

Supporting Squadrons

Supporting Squadrons Commander	S.A.A. Pyle, G. S.
No. 1 Squadron	
Squadron Commander	S.A.A. Ballard, M. A.
No. 1 Flight Commander	S.A.A. Guy, B. L.
No. 2 Flight Commander	S.A.A. Elsmore, S. T.
No. 3 Flight Commander	S.A.A. Stachniczek, G. A.
No. 2 Squadron	
Squadron Commander	S.A.A. Gainey, K. F.
No. 1 Flight Commander	C.A.A. Starr, D. M.
No. 2 Flight Commander	C.A.A. Tait, M. S.
No. 3 Flight Commander	S.A.A. Hayward, C. G.

No. 1 Radio School Apprentice Band

Warrant Officer T. D. Williams, L.R.A.M., A.R.C.M.

No. 5 Regional Band

Flight Lieutenant J. Martindale, L.R.A.M., A.R.C.M.

FORTE'S

*Soda Fountain and
Ice Cream Parlour*

Everything of the Finest

Open all the year round

Ice Cream & Soda Fountain
Products

Milk Shakes, Coffee, etc.

**4 & 5 Beach Road
50a Knightstone Road
14 The Centre
Weston-super-Mare**

Telephone
No. 1789

**Address made by Air Marshal Sir Edouard Grundy, K.B.E., C.B.,
Controller of Guided Weapons and Electronics, Ministry of Aviation, on
the occasion of his Review of the 96th Entry of Aircraft Apprentices at
Royal Air Force, Locking, at their Graduation on Tuesday, July 30th, 1963**

The Air Marshal said:

Commandant, Commander-in-Chief, Your Worship the Mayor, Air Officer Commanding, Ladies and Gentlemen, and having got that lot off my chest I will start by speaking to the gentlemen of the 96th Entry, whom I am really here to talk to, and whose day it is.

It gives me great pleasure to be your Reviewing Officer today because in a sense to me it is like coming home after a long trip abroad, a really long trip, because the last time I was here was just 16 years ago when I came to present the R.A.F. Gardening Trophy to R.A.F. Locking for producing the best carrots ever seen in the West Country on the six-acre field. I understand you no longer grow carrots because the staff are so beastly that they keep your noses firmly on the electronic grindstone for which I have been very pleased to present the prizes today. I am also very pleased indeed the Commandant mentioned to us that the parents of the Graduating Entry and the Junior Entry are here, because it is only with the continued help of parents throughout the long course of three years that the staff can give the apprentices the all-round training which is necessary in this modern world. The home background counts a very great deal, more than many people think, and more even than in the days when I was undergoing training.

I am also delighted to welcome the Mayor of Weston-super-Mare who is the holder of an office of far greater antiquity than a mere Air Marshal and I am sure that he will see I keep on the rails today.

Now then—the task of a Reviewing Officer is not an easy one and, in fact, in this advancing world he is always so conscious of the fact that the graduating entry are starting life at just about the point that he is leaving off. All things being equal, they are likely to end up as much better men than him, and this is how the world progresses. You chaps of the 96th Entry will, I am perfectly willing to admit, probably end up better men than I, but there is just one little thing: - you won't be competing with the Reviewing Officer and his fellows, you will be competing with one another and that is a very much harder job because you are all pretty good as you can see from the results which were given to you by the Commandant today. I must warn you, therefore, those of you who wish to get on, either in the service, or in the modern outside world, you will only be able to do so if you keep up with development in the trade and above all, be willing to accept responsibility, and in the R.A.F. you will find that every day of your life, if you are doing your job properly, you will have to accept some very heavy responsibilities.

Now at Locking you have had probably the best basic training in the fundamentals of electronic engineering that this country can provide and it is up to you who are passing out to take it on from there. I myself started getting interested in radio in the days when

Cat's whiskers and Crystals were all the rage and I was told then that it was the technology of the future. In fact, even the Commandant gave me this point in his draft. I was almost told to tell you that the radio technician was the man of the future—don't you damn well believe it—the radio technician is the man of today and in your hands and indeed, in the hands of all chaps in the trade of your age, is the future of a very great technology and a very great industry. In the Royal Air Force, as the Commandant has told you, electronic equipments are the heart of the modern aircraft and all telecommunications and data transmitting systems and the space programme in which I am just getting involved on the fringes for my sins, we just cannot begin without electronic techniques so you can see therefore that if we are to have an efficient and safe system, whether it be the safety of a weapon or the safety of a man, it is you chaps on whom we shall all depend in the future, and this applies, of course, not only in the service but in every field of engineering life, and it is a fairly straightforward and simple thing to see therefore that your personal success can only be limited by your own ability to keep up with your trade and your determination, as I said before, to accept the very heavy responsibilities which will be increasingly placed upon you.

Now having come to the end of the three-year course, I am sure that you are all sick and tired of hearing lectures, so I will shut up.

I would like to congratulate all the prize-winners; I should also like to congratulate the whole entry on a magnificent parade and turn-out, and to tell you, from long experience, that you are all starting life in the finest service in the world. Good luck to you all.

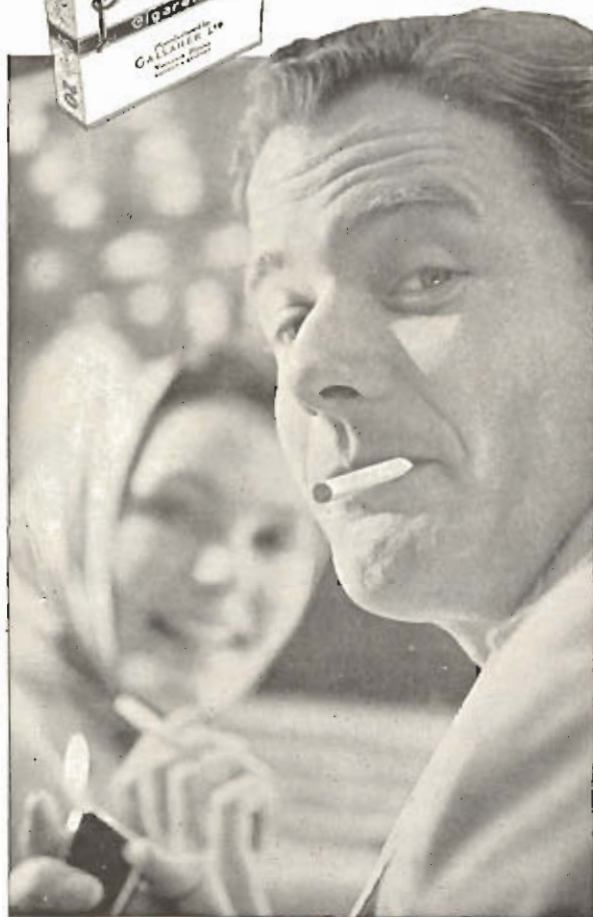
96th Entry Posting List

686791	J/T Clayton, D.	R.A.F. Wittering
686726	J/T Fleming, A.	R.A.F. Wittering
686806	J/T Hodges, M.	232 O.C.U. Gaydon
686812	J/T Lowe, R.	R.A.F. Scampton
686779	J/T Maple	R.A.F. Wyton
686765	J/T Perkin, J.	R.A.F. Wyton
686737	J/T Westmorland	R.A.F. Scampton
686713	J/T Briton, P.	R.A.F. Coltishall
686770	J/T Everett, M.	R.A.F. Wattisham
686803	J/T Fullylove, D.	R.A.F. Wattisham
686898	J/T Jordan, D.	R.A.F. Waddington
686767	J/T Lawson, C.	R.A.F. Waddington
686813	J/T Marr, I.	R.A.F. Lyncham
686766	J/T Mitchell	226 O.C.U. Middleton St George
686733	J/T Murdie, H.	226 O.C.U. Middleton St George
686824	J/T Pinn, G.	R.A.F. Waddington
686825	J/T Rothwell, P.	R.A.F. Lyncham
686749	J/T Avis, M.	R.A.F. Honington
686786	J/T Boast, R.	R.A.F. Cottesmore
686752	J/T Coles, P.	R.A.F. Cottesmore
686720	J/T Hannington, J.	R.A.F. Coningsby

PARK DRIVE



"Like them?
Of course
we like them!"



We like the Genuine Taste of the good tobacco.
We like the price and we like the value.
You can't ask more of a cigarette. You should try them.

PARK DRIVE 3/5^D FOR TWENTY

Also TIPPED at 2/10 FOR TWENTY

MORE MATCHES BETTER VALUE



BRITISH MADE BY BRYANT & MAY



If you're looking for a really good rum
this is the label on the bottle...



...the bottle is in the NAAFI
and you know where the NAAFI is!



POSTED ABROAD?

DRIVE A TAX-FREE

BRITISH FORD!

British Fords are top cars anywhere in the world. From high speed autobahns to the Aden desert, British Fords take anything in their stride. *Luxuriously.*

You can have priority delivery of any of the superb Ford range if you are posted abroad... **yet you pay NO British purchase tax!** If you have not yet departed for overseas you can use your new Ford in Britain for 6 months prior to leaving. If you are already abroad

the Ford Motor Company will arrange shipment to your base—and remember, wherever you are posted you'll find world-wide Ford service.

The Ford range of quality cars includes:

Anglia Saloon and Estate Car, Consul Cortina Saloons and Estate Cars, Consul Classic 1½ litre, Capri, the MkIII Zephyr 4, Zephyr 6, and Zodiac Saloons and Estate Cars.

See your nearest Ford Dealer today, or contact:

FORD MOTOR COMPANY LIMITED

88 REGENT STREET, LONDON, W1 • Regent 7272



WORLD-WIDE FORD SERVICE

DET.072

686861	J/T Horner, B.	R.A.F. Finningley
686896	J/T McCarthy, M.	R.A.F. Finningley
686853	J/T Mowforth	R.A.F. Coningsby
686831	J/T Taylor, R.	R.A.F. Honington
686773	J/T Barrington	R.A.F. Wartling
686871	J/T Beattie	R.A.F. Wartling
686795	J/T Cooling	R.A.F. Wartling
686777	J/T Farrell	R.A.F. Buchan
686817	J/T North	R.A.F. Buchan
686734	J/T Rowland	R.A.F. Buchan
686828	J/T Simpson	R.A.F. Buchan
686833	J/T Turmeau	R.A.F. Buchan
686856	J/T Banks	R.A.F. Bawdsey
686723	J/T Bestwick	R.A.F. Bawdsey
686789	J/T Cahill	R.A.F. Bawdsey
686725	J/T Carter	R.A.F. Patrington
686865	J/T Deacon	R.A.F. Patrington
686769	J/T Friend	R.A.F. Bawdsey
686796	J/T Hall	R.A.F. Bawdsey
686858	J/T Loynes	R.A.F. Patrington
686868	J/T Burgess, K.	R.A.F. Boulmer
686753	J/T Daunton	R.E.U. Henlow
686890	J/T Elvery	R.E.U. Henlow
686807	J/T Hodgkinson	R.E.U. Henlow
686816	J/T Norris	R.A.F. Boulmer
686758	J/T Robertson	R.A.F. Boulmer
686761	Cpl. Watson	R.A.F. Boulmer
686838	J/T Williams	R.A.F. Boulmer
686780	J/T Agass, J.	C.F.S. Little Rissington
686781	J/T Allan	R.A.F. Coltishall
686748	J/T Allcock	R.A.F. Leconfield
686714	J/T Barrone	R.A.F. Linton on Ouse
686867	J/T Calvert	R.A.F. Linton on Ouse
686772	J/T Carnall	R.A.F. St. Mawgan
686885	J/T Flint	R.A.F. Coltishall
686860	J/T Hunter	R.A.F. St. Mawgan
686819	J/T Palin	R.A.F. Leuchars
686873	J/T Banks	R.A.F. Binbrook
686798	J/T Davison	R.A.F. Ballykelly
686883	Cpl. Farrell	R.A.F. Ballykelly
686804	J/T Grant	2 A.N.S. Hullavington
686721	J/T Hutchinson	R.A.F. Binbrook
686821	J/T Mills	R.A.F. College Cranwell
686847	J/T Stones	R.A.F. Leconfield
686775	J/T Turner	C.F.S. Little Rissington
686760	J/T Wadsley	2 A.N.S. Hullavington
686724	J/T Bridger	4 G.R.S.S. Upwood
686716	Cpl. Clark	S.R.A.T.S.C. Uxbridge
686799	J/T Edwards	3 G.R.S.S. Norton
686902	J/T Firth	3 G.R.S.S. Norton
686794	J/T Fletcher	3 G.R.S.S. Norton
686863	J/T Godfrey	S.R.A.T.S.C. Uxbridge
686741	J/T Lugin	3 G.R.S.S. Norton
686730	J/T Naden	C.S.E. Watto
686784	J/T Ball	R.E.U. Henlow
686866	J/T Cannon	R.E.U. Henlow

686722	J/T Davies	R.E.U. Henlow
686719	J/T Guy	C.C.C. Stanbridge
686827	J/T Shore	4 G.R.S.S. Upwood
686736	J/T Sperling	C.S.F. Watton
686872	J/T Bateson	139 Sqn. Wittering
686869	J/T Briggs	139 Sqn. Wittering
686903	J/T Caster	100 Sqn. Wittering
686790	J/T Chaplin	50 Sqn. Waddington
686800	J/T Fisher	44 Sqn. Waddington
686801	J/T Fletcher	83 Sqn. Scampton
686718	J/T Foxcroft	83 Sqn. Scampton
686740	J/T Jeffrey	44 Sqn. Waddington
686897	J/T Mashiter	44 Sqn. Waddington
686815	J/T Mills	100 Sqn. Wittering
686747	J/T Morris	50 Sqn. Waddington
686845	J/T Slingo	139 Sqn. Wittering
686744	J/T Tedford	50 Sqn. Waddington
686841	J/T Weir	101 Sqn. Waddington
686782	J/T Annear	55 Sqn. Honington
686785	J/T Blake	57 Sqn. Honington
686715	J/T Blake	15 Sqn. Cottesmore
686795	J/T Cook	230 O.C.U. Finningley
686802	J/T Foggo	R.A.G. Finningley
686727	J/T Goddard	57 Sqn. Honington
686739	J/T Jones	15 Sqn. Cottesmore
686818	J/T Page	15 Sqn. Cottesmore
686757	J/T Pritchard	R.A.F. Honington
686876	J/T Taylor	55 Sqn. Honington
686832	J/T Thompson	55 Sqn. Honington
686835	J/T Warr	90 Sqn. Honington
686843	J/T Waters	27 Sqn. Scampton
686783	J/T Archer	27 Sqn. Scampton
686717	J/T Day	617 Sqn. Scampton
686754	J/T Griffiss	49 Sqn. Marham
686839	J/T Hobbs	15 Sqn. R.A.F. Cottesmore
686768	J/T Kear	R.A.F. Coningsby
686755	J/T Lane	148 Sqn. Marham
686756	J/T Lee	15 Sqn. Cottesmore
686822	J/T Parneutt	15 Sqn. Cottesmore
686826	J/T Shires	55 Sqn. Honington
686846	J/T Sumner	214 Sqn. Marham
686762	J/T Wybrew	214 Sqn. Marham
686895	J/T Bagent	R.A.F. Binbrook
686870	J/T Blunden	R.A.F. Binbrook
686906	J/T Dennis	111 Sqn. Wattisham
686864	J/T Escott	64 Sqn. Binbrook
686862	Cpl. Hankey	R.A.F. Leconfield
686899	J/T James	19 Sqn. Leconfield
686742	Cpl. Middleton	92 Sqn. Leconfield
686854	J/T Morgan	226 O.C.U. Middleton St George
686852	J/T Paterson	R.A.F. Leconfield
686732	J/T Plant	R.A.F. Wattisham
686764	J/T Roffey	92 Sqn. Leconfield
686875	J/T Scrivener	R.A.F. Leconfield
686829	J/T Smith	R.A.F. Leuchars
686837	J/T Wright	74 Sqn. Coltishall

686907	J/T Andrew	210 Sqn. St. Mawgan
686751	Cpl. Branch	R.A.F. College Cranwell
686788	J/T Cadge	R.A.F. College Cranwell
686493	J/T Fisher	R.A.F. St. Mawgan
686901	J/T Gregory	R.A.F. Odiham
686728	J/T Hall	7 F.T.S., R.A.F. Church Fenton
686904	J/T Marshall	R.A.F. Benson
686857	J/T McLaughlin	120 Sqn. Kinloss
686731	J/T Nuckley	R.A.F. Benson
686515	J/T O'Neil	R.A.F. Benson
686823	J/T Pike	R.A.F. College Cranwell
686849	J/T Rodgers	R.A.F. St. Mawgan
686892	J/T Sparkes	R.A.F. Ballykelly
686763	J/T Stubbings	R.A.F. College Cranwell
686844	J/T Taylor	R.A.F. Benson
686855	J/T Azzarro	R.A.F. Patrington
686743	J/T Timson	R.A.F. Wittering
686792	J/T Collis	R.A.F. Digby
686809	J/T Hyde	C.C.C. Stanbridge
686884	J/T Moore	C.C.C. Stanbridge
686830	J/T Starling	R.E.U. Henlow
686738	J/T Keegan	R.A.F. Kinloss
686746	J/T Smith, D. C.	R.A.F. Kinloss
686820	J/T Marshall	R.A.F. Coningsby
686745	J/T Spain	R.A.F. Watton
686750	Cpl. Becker	R.A.F. South Cerney
686842	J/T West	O.C.T.U. Feltwell
686840	J/T Taylor, G. T.	R.A.F. Cranwell
686810	Cpl. Kennett	R.A.F. Cranwell
686848	Cpl. Scrivener, R. J.	R.A.F. South Cerney
686836	J/T Walker	R.A.F. College Cranwell
686797	J/T Cottell	R.A.F. Scampton

Prize List and Achievements

British Institution of Radio Engineers Prize	C.A.A. Scrivener, R. J.
Lord Trenchard Memorial Prize	W.O.A.A. R. J. Kennett
Royal Aeronautical Society Prize	W.O.A.A. R. J. Kennett
Air Ministry Prize for Highest Aggregate Marks	C.A.A. Scrivener, R. J.
Air Ministry Prize for Educational Subjects	L.A.A. Taylor, G. T.
Air Ministry Prize for Educational Subjects	A.A. Escott, D. E.
Air Ministry Prize for Air Radio Fitter	A.A. Plant, R. C.
Air Ministry Prize for Air Radio Fitter	W.O.A.A. R. J. Kennett
Air Ministry Prize for Ground Radar Fitter	C.A.A. Watson, D.
Air Ministry Prize for Ground Radar Fitter	A.A. Perkin, J. A.
Air Ministry Prize for Gound Wireless Fitter	C.A.A. Farrell, S. M.
Air Ministry Prize for General Service Training	S.A.A. O'Neill, M. T. C.
Air Ministry Prize for General Service Training	S.A.A. Becker, H. K.
Air Ministry Prize for English and General Studies	C.A.A. Scrivener, R. J.
Locking Prize for Best Set Task	S.A.A. O'Neill, M. T. C.

WING TROPHIES

Victor Ludorum Trophy	A. A. James, M.	Wing Championship	"A" Squadron
------------------------------	-----------------	--------------------------	--------------

WING COLOURS

The following Apprentices of the 96th Entry have been awarded Wing Colours in the sports shown:

Soccer	S.A.A. Carnall, C. L. H.	Fencing	A.A. Davies, M. J.
	C.A.A. Scrivener, R. J.		L.A.A. Cannon, B. D. A.
	A.A. Escott, D. E.	Boxing	A.A. Taylor, B. C.
	A.A. Calvert, D. T.		
	A.A. Azzare, J. W.	Cricket	C.A.A. Scrivener, R. J.
	A. A. Simpson, W. A.		C.A.A. Hankey, C.
Athletics	A.A. McLaughlin, F. J.	Rugby	C.A.A. Hankey, C.
	A.A. Rothwell, P. C.		A.A. Hutchinson, S.
	C.A.A. Clark, R. W.	.22 Shooting	L.A.A. Taylor, G. T.
	C.A.A. Naden, K.		A.A. Taylor, R. L.
	A.A. James, M.	Hockey	A.A. Pike, D. J.
	A.A. Edwards, C. J.		S.A.A. O'Neill, M. T. C.
Cross Country	A.A. Moore, J. C. J.	Badminton	A.A. Rothwell, P. C.
	A.A. Palin, C.		A.A. Dennis, P. A.
	C.A.A. Clark, R. W.	Gymnastics	A.A. Coles, P. S.
.303 Shooting	A.A. Perkin, J. H.		C.A.A. Kear, A. J.
	A.A. Mashiter, J. D.		A.A. Clayton, D. R.
Swimming	L.A.A. Taylor, G. T.		
	A.A. Jones, S.		
Caving	A.A. Annear, D. R.		
	C.A.A. Farrell, S. M.		

From Mendip to the Sea

Chapter II: BREAN DOWN

Brean Down is separated from Uphill and Weston Sands by the Axe, which flows between its northern side and Black Rock. Its geographical position is unique. The long range of the Mendips, crossing Somerset from Shepton Mallet through Wookey and Cheddar to Bleadon Hill, sends up a little offshoot on which stands the church of St. Nicholas, dies down in a sandy level shore and then suddenly reappears on the other side of the Axe estuary in the strange hump of Brean Down, 320 feet high. It reaches out into the Atlantic and forms a sort of monstrous horn to the bay of Weston-super-Mare. Pointing straight down the channel, it looks out without so much as an island intervening, to the White Bay of Newfoundland, 2,000 miles away.

"On the hill, at the highest point, you have the Severn Sea before you and, beyond, the blue mountains of Glamorganshire and on the shore the city of Cardiff, made beautiful by distance, vaguely seen in the blue haze and shimmering sunlight like a dream city. On your right hand, on your own side of the narrow sea, you have a marvellous view of the curvilinear coast of Weston Bay, with its fine stone residences. On your left you sight long miles, long leagues, of low flat country, extending to the Parret river and beyond it to the blue Quantock range". "That low land is on a level with the sea and is the flattest bit of country in England and is the haunt of the Reed Warbler, one of our sweetest singers" adds Hudson in his book *Birds and Man*.

The Phoenicians traded here more than 2,000 years ago. On the summit are traces of earthworks and what is believed to be a signalling station of the ancient British people, but of far greater and more recent interest is the Romano-Celtic temple. This temple on Brean Down was excavated in 1957 and 1958 by the University of Bristol Spelaeological Society, with the co-operation of Weston-super-Mare Corporation and Axbridge Rural District Council.

The temple was found to have been built in A.D. 340 and fell into decay in A.D. 370. It is situated on the eastern of the two summits of the Down, 265 feet above sea level. The first indication of its presence was the discovery of Romano-British pottery unearthed by the rabbits. (The rabbits, incidentally, date back to 1361 themselves, when one Roberts Brene made a grant to Thomas Hege "of all his rabbits in this parcel of Brene Down"). A small excavation in 1956 proved the existence of the building and full excavating activities commenced in 1957, when about four weeks of digging was done. The natural approach to the temple is from the west. The Roman trackway probably ran up a narrow gully, which runs obliquely up the south face of the Down. This gully crosses the modern tarmac road halfway up. The remains of the temple are at the broad eastern end of the hill, with a Bronze Age barrow or burial mound immediately to the south. Low banks mark off fields, showing that the summit of Brean Down was once cultivated. So far three Roman buildings have been found on the hill top. The

principal building is a Romano-Celtic temple. This has a central square cella, or sanctuary, surrounded by a verandah and entered through a porch on the south eastern side. The front part of the verandah (portico) is separated from the rear by two doors and there are two more doors in the side walls of the verandah. On the south west side is accommodation for the priest, built as part of the original temple and probably consisting of two rooms. Bath free-stone, as well as Lias limestone, possibly from the Uphill-Hutton area, was used for the arched windows. The outer walls of the temple were covered with a thick layer of stucco. Inside, they were decorated with painted plaster, of which a great quantity was found. Door nails more than three inches long were found, showing that very strong doors were fitted. At the west corner of the cella was found a large block of fallen masonry, which included part of an arched window with a span of about five feet. This must have fallen from the north west wall of the cella and gives valuable information, unique in Britain, about the architecture of this kind of temple. No window glass was found, so it is probable that the windows were fitted with wooden shutters.

The finds from the temple included a small amount of Romano British pottery of the fourth century A.D. type. Also found were about 150 Roman coins, ranging from Faustina II (A.D. 145-6) to Valens (A.D. 365-78).

About A.D. 390 an edict was issued ordering the destruction of all pagan temples. The temple walls may have been razed, but a good deal of material was used in the erection of an inferior building built adjacent, and at an angle to, the main building. It is possible that an iron furnace which was found belonged to this period.

It was in the mid 1860's that Brean Down's greatest day arrived—a day which promised to set it on the map of the world. An influential body of financiers had schemed to make Brean Down the sea-port of the West of England. Their hopes were based on the geographical advantages in its favour—its direct line with America, a rise of tide second in the world and being thus able to accommodate vessels of the deepest draught and its fine sheltered position. It was said that Brean Down Harbour would also furnish an excellent landing place for cattle and other livestock from the south of Ireland. "During a long journey many cattle die through being battened down during bad weather. Many, on the other hand, die from undue exposure. At Brean, cattle could be turned out on the grass immediately on arrival". It was also pointed out that the proximity to the Welsh Coal Fields would afford ample facilities for a cheap and expeditious supply of the best steam coal for steamers using the harbour.

The day fixed for the inauguration of the great project was a red letter one for Weston, indeed for the West of England. A widely attended civic luncheon was given, the S.S. *Wye* ran excursions into the Bay and a large crowd witnessed the laying of the foundation stone of the new docks by Lady Wilmot, a month after a similar ceremony at Birnbeck Pier. The tide, however, being rather playful, removed the foundation stone and the attached buoy was found adrift not far from Steep Holm. The company paid no heed to this

possible omen, so the tide apparently very cunningly waited until piers and quays to the value of some £365,000 had been laid (by 1872) and then swept the whole of the paraphernalia away.

Another tale of woe is dated 1900. About the same period as the harbour scheme (1867) the War Office also became interested in Brean Down and a fort was built, with seven inch guns, at the western tip of this newly appointed Gibraltar. The works were constructed as one of the four links of chain defences across the Bristol Channel and were planned for a garrison of 50 men. These were drawn from detachments of the Coast Brigade Royal Artillery.

In July of the aforementioned 1900 considerable damage was done as a result of an explosion. This is believed to have been caused by a gunner who fired his carbine into the magazine. This incident was the cause of much excitement in Weston and was fully reported in the *Weston Mercury*:

"Never has this district been the centre of a more appalling catastrophe than that which occurred in the early hours of Wednesday morning, when a terrific explosion of the powder magazine at Brean Down Fort took place. To say that the announcement of the affair occasioned great excitement throughout the district is to convey but a feeble impression of the state of the public mind."

Apparently shortly before 5 a.m. on July 7th 1900 a heavy rumbling explosion was heard and shortly after 8 o'clock news arrived in the town of "the momentous catastrophe" involving the destruction of a considerable portion of the fort and barracks as well as the loss of one life. "Two of the seven-inch guns were dismantled and lay amidst heaps of debris, the working portions being twisted and broken about almost beyond recognition, whilst masses of concrete and ironwork were scattered in all directions". The individual responsible was one Gunner Haines—"The deceased was quite unrecognisable, his head, legs and one arm being entirely severed from his body and blown a considerable distance away—in fact his head has not yet been found. His body, which was entirely nude, was however identified by the ring he was wearing". The skull was apparently recovered some years later, but for some unknown or obscure reason hurled out to sea. The report continues under headings of "Interview with Injured Gunner", "Surgeon Colonel Phelps Interviewed", "The Inquest" and finally "The Verdict" which, to quote, stated the jury returned a verdict to the following effect: "Killed by No. 3 magazine on Brean Down exploding, which explosion was caused by the deceased firing a carbide loaded with ball and cartridge down the shaft of the ventilator to the magazine whilst in a state of temporary insanity".

The fort then fell into disuse, but was again occupied during the two Great Wars. In 1958 there is a report of the "Knockers Down" joining the "Diggers up" (the latter being the aforementioned Roman Temple archaeologists), who had come to spend their summer vacation at Brean Down with the express purpose of clearing some of the eyesores remaining from the war. Their accommodation was, oddly enough, the old fort.

In 1951 Axbridge Rural District Council bought most of the Down for £3,000 and gave it as a "Festival of Britain" gift to the National Trust. The Borough Council, however, own the old fort at the western extremity, with permanent use of right of way to it, at a cost of £1,500. The topic of the Down must not be concluded without mention of the attractions to the naturalist. In 1912 possession was legally confirmed and Brean Down was made into a bird sanctuary. Many of the older books write of an abundance of wild life, however restraint is needed in these days of ours and suffice to say that the Birds and Flowers, with fine open hilly downland and extensive glorious views, make Brean Down a delectable spot on any spring or summer evening.

The Sticky End of an Anode

by A.A. NOBLE (100th) and A.A. DUNTHORN (100th)

Once upon a time-base a floating paraphrase amplifier was sailing under a wheatstone bridge and would not let the band pass, thus it was breaking the square law and was consequently shot at by an electron gun triggered by A. Miller.

It sprang a grid leak and sank. The pilot Anode took a dip and bottomed in a reservoir capacitor which was fed by an electron stream.

Fortunately, the grid stopper was soon found and pulled out. Safety Bias swiftly came to the rescue and, against great resistance, raised Anode. Without further delay an R.F. carrier took the pilot Anode via a new by-pass, capacitor, to the nearest Sanatron, after directions had been obtained from a passing Waveguide.

In the Sanatron he was placed behind a screen, where artificial ionisation was performed and his voltages tested.

However, all tests proved negative, so instead of being charged and condemned to a simple cell, a rule was waved and an R.C. Pad're was called to perform Anodes' last rites before cut-off. Conforming to his last request, he was discriminated in a crystal oven, and his ashes decoupled to earth.

His spirit radiated, was received in high places, and after having passed through a celestial filter, which removed distortion due to bad connections on earth passed through the crystal gates and obtained perpetual motion happily ever after.

Ohm'en.



Enjoy **Smedley's**

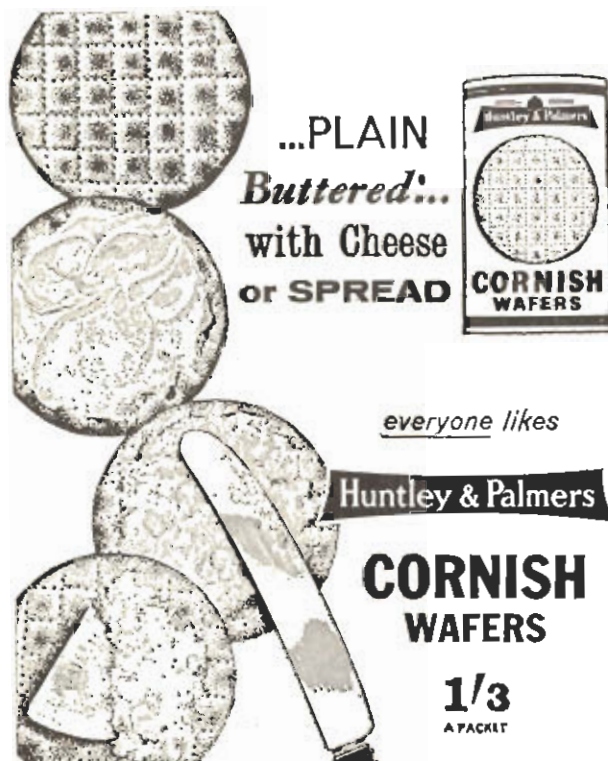


the best canned



and frozen foods

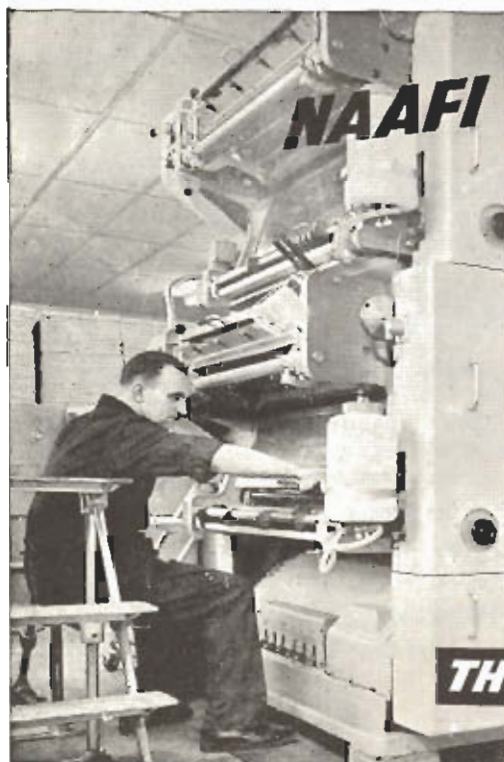
SMEDLEY'S, WHYTELEAF, SURREY



For the flavour
of real
home-cooking...
always add
a cube of Oxo



FAMOUS DRINKS IN YOUR MESS			
 RUTHERFORD & MILES Old Trinity House BUAL MADEIRA	 WILLIAMS & HUMBERT'S DRY SACK THE SHERRY THAT PLEASES EVERY PALATE	 Bénédictine D.O.M. THE WORLD FAMOUS LIQUEUR	
 <i>Louis Roederer</i> CHAMPAGNE	 HAWKER'S PEDLAR SLOE GIN JAMES HAWKER & CO., LTD. ESTD. 1808 PLYMOUTH	 CROWN OF CROWNS LIEBFRAUMLICH	
 COGNAC COURVOISIER <i>The Brandy of Napoleon</i>	LEMON HART JAMAICA RUM. LAMB'S NAVY RUM. <i>Tia Maria</i> COFFEE LIQUEUR		These and all other famous drinks are obtainable through N.A.A.F.I.
 DUFF GORDON EL CÍD AMONTILLADO SHERRY	 BIANCO CINZANO RED · DRY		SOUTH AFRICAN SHERRY The Luxury you can afford



NAAFI

ANNOUNCES The New FORCES PRESS

DEVOTED ESPECIALLY TO THE PRINTING
REQUIREMENTS OF THE SERVICES

We can undertake all your printing, speedily and economically—from a Service history to your personal stationery.

Journals — Recruiting Brochures — Programmes
Information Booklets — Invitation Cards — Christmas
Cards — Menu Cards — Visiting Cards — Die Stamping
Letterpress — Photo Lithography

With the latest machinery, in a new, modern plant, we achieve a standard of workmanship which cannot be surpassed. We would welcome a visit from you and the opportunity to quote for your printing requirements—large or small—we think you will be pleasantly surprised. Ask for a representative to call.

THE FORCES PRESS

THE FORCES PRESS,
CRIMEA ROAD, ALDERSHOT, HANTS.
Telephone: Aldershot 21293/5





Trout Fishing in Bristol Waterworks Reservoirs

The Bristol Waterworks Board are among the most enlightened in the country in that they allow fishing in all the reservoirs supplying water in the Bristol area. The water is naturally purified down stream of the dam in each case.

There are four reservoirs to be considered, three of which produce some of the best trout fishing in Europe. These are Chew Valley lake, 8 miles due south of Bristol; Blagdon, 9 miles S.S.W. of Bristol, and the Barrows, on the A.38 main road, 2 miles south-west of Bristol.

Chew Valley lake covers about 1,000 acres and was opened for fishing on 1st May 1957. Since then it has produced literally thousands of trout (11,000 in 1962), averaging over 2 lb. each in weight. The only method of fishing allowed—as in all the reservoirs is fly-fishing, and the charge is £1 per day, or £40 for a season ticket. Literally anyone may fish there, as it is not a restricted club at all. It may be of interest to a very few apprentices that the charges are reduced to half price for persons under 16 years of age.

Blagdon lake is about 63 years old, and the fishing has gradually deteriorated over the years. However, it still produces about 4,000 trout per year averaging 1½ lb. a piece from its 600 acres. In the early years several trout of 9 and 10 lb. in weight were caught, but it is rare to catch anything over 4½ lb. nowadays, although Chew Valley lake is producing the occasional 6 or 7 pounder, and the Barrows had one of over 8 lb. only last year.

It would seem that the age of a reservoir has something to do with the size of its fish, and since these reservoirs were farmland flooded by damming up streams and rivers, the fertility of the farmland has obviously produced a bigger crop of water snails, shrimps, caddis and nymphs during the first few years before the fertility is leached out of the soil. This is the food in which the trout get fat and pink fleshed, indeed some of them rattle like a tin of peanuts, they are so full of snails.

Another cause of deterioration is the influx of "coarse" fish such as pike and roach, with the fourth reservoir between Cheddar and Axbridge being a classic case in point. Eleven years ago the Cheddar reservoir was regularly stocked with trout—both brown and rainbow—like the others, until it was discovered that the place was full of pike! This accident is presumed to have occurred when a few glutinous pike eggs may have adhered to the feet of a heron who inadvertently transferred them to a new water. Pike fishing at Cheddar costs 10s. per day from 15th June to 15th March every year—spinning only and half price for under 16's. One lucky spinner on the opening day last season caught a 13½ lb. brown trout, uneaten by the pike for 11 years!

Chew Valley lake was formed by damming up the small river Chew, which was assumed to have nothing but trout in it at the time. Unfortunately there must have been a few roach which have now bred up, so that they outnumber the trout and provide serious competition for the available food.

Some of the smaller roach are themselves eaten by the trout, and some of the uneatable monsters have been seen charging through the packed shoals of roach with their mouths open. Very frustrating for the fishermen restricted to fly only! However, Blagdon still has no pike or roach after 53 years, and the trout seem well able to keep down the gudgeon to manageable proportion.

The main secret of the size of the trout in this area is the alkalinity of the water. Basically, trout grow larger in alkaline waters than they do in acid waters; which is a well known fact that can be shown by examples from Devonshire, Wales and parts of Scotland, compared with the trout from East Yorkshire, Berkshire, Hampshire, Wiltshire and the limestone districts of Derbyshire, Gloucestershire and Somerset. Bristol's water comes out of the limestone in the Mendips, and this alkaline water promotes a better growth of weed and fish food than the acid waters of the Lake District for instance. The growth rate of rainbow trout in the Chew Valley lake is remarkably good—rainbows grow quicker than brown trout anyway—and a five-inch rainbow put into the lake in March, just before the season opens at the end of April, can be between 1¾ and 2¼ lb. by the end of the season in mid-October of the same year. Since the size limit is 14 inches, when they weigh about 1½ lb., not many of these fish are—or should be—taken until the end of the season; though it takes a strong-minded fisherman to return a 1 lb. fish for someone else to catch—particularly when he has paid £1 and probably driven down from London or Birmingham and this may be the only fish he has caught!

People come from all over the world to fish at Chew Valley lake. Canadians, Japanese, Indians, and Frenchmen being among those I have met, which also included Frankie Vaughan and Captain T. B. Thomas, the Allcock tackle firm's angling advisor. The latter had a very good laugh at my expense in June 1958 when the rules as to how to fish the fly were not so stringent. Captain Thomas is one of the champion fly-casters of England so I was determined to

get my flies further out into the lake than he could. I rigged up a bubble float on a fixed spool reel and 5 lb. monofilament line, and attached a couple of flies above the bubble float. It was quite easy to hurl this contraption out about 50 yards, but I still didn't catch anything; so on the next cast I gave a real heave and saw a splash at least 100 yards away. It was only when I started to reel in slowly that I realised I was no longer attached to my terminal tackle. Captain Thomas nearly died laughing and caught a nice 3½ lb. rainbow shortly afterwards.

The actual catching of the fish is, as anywhere else, highly problematical. Most people use a team of three wet flies dragged slowly through the ripples an inch or two under the surface, though a floating fly sometimes works and frequently a line fished at a depth of several feet is the only thing that will take a fish. Most of the hundred or so fish that I have had out of Chew and Blagdon during my tour at Locking have been taken on a fly called a Silver Bodied Invicta, though Green Nymphs, Amber Nymphs and Mallard and Clarette have also been successful. I once fished Chew without success for eight evenings in a row, and then on the ninth evening I caught seven fish between 1½ lb. and 2¼ lb. in an hour. The weather and the time of day play an important part in this, and early mornings and late evenings seem to be the best times.



Banking facilities for Warrant Officers, N.C.Os. and Airmen of the Royal Air Force

If you decide to receive your pay by credit to a bank you will need to open a banking account of your own.

Lloyds Bank has a long tradition of service to the Royal Air Force. We should be glad of the opportunity to extend our service to Warrant Officers, Non-commissioned Officers and Airmen at any of our 1,900 branches.

If you become a customer of Lloyds Bank you will have a personal banking account which gives you a *full banking service* at a modest cost. You will be able to keep your money affairs in good order. You will have the full use of a cheque book and you will have a wide range of specialist services at your disposal should you desire to use them.

The staff at any of our branches will be glad to answer your questions and to welcome you as a new customer.

If you are stationed abroad or are unable for some reason to call at one of our branches, please write for a copy of "Banking facilities for All Ranks of the Royal Air Force and Women's Royal Air Force", to Mr. E. S. Keyworth, Lloyds Bank Limited, Cox's and King's Branch, 6 Pall Mall, London, S.W.1, who is specially concerned with liaison between the Services and the Bank.



LLOYDS BANK LIMITED

2 SOUTH PARADE, WESTON-SUPER-MARE
R.A.F. Locking sub-branch: Thursdays 10.00-12.00 hours

Wages through a Bank

by F. C. BOOLEY

Public Relations Officer, Lloyds Bank Limited

There has lately been a great deal of discussion on the merits and demerits of having wages paid through a bank account. This article is intended to present the facts so that employers may explain them to their staffs.

First of all --what will a bank charge the wage-earner for operating an account? For receiving his pay and putting it into a bank account there will be no charge. If he tells the bank that all he wants is a Deposit Account or a Savings Account, to enable him to draw out cash as and when he wants it--again there will be no charge for withdrawals. Drawing wages through a simple Deposit or Savings Account, then, costs nothing at all; it may be less than nothing, for the bank will pay interest on the balance of the account. But one must remember that a cheque-book cannot be used on this kind of account.

Advantages of a bank

To take the fullest possible advantage of the opportunities provided by the payment of wages by direct bank transfer one would need to open a Current Account. Anyone who has never had a Current Account can hardly realise what a surprisingly useful service he is denying himself. For this there may be a small charge. The amount will depend on how much work he gives the bank but it isn't likely to be more than 10s. a half-year. If the credit balance on the account builds up to fair amount there may be no charge at all, even on a Current Account.

That disposes of the costs question. Next, the advantages of drawing wages through a bank.

When a man draws all his pay in cash it often has a knack of disappearing before he gets the feel of it. But if it is credited direct into his bank account, and if he draws out in cash only such amounts as he needs, when he needs them, then wages last longer and go further. A bank account enables him to control spending and to avoid waste.

It also makes it easier to save. A bank account is a convenient and safe place in which to leave his weekly or monthly savings, so that when there is enough saved he can draw out a larger amount for a big "spend" on such things as holidays, motor-bikes, furniture.

Then he can make use of the bank's many other services. When he goes on holiday, for instance, he can get foreign currency and traveller's cheques from the bank. Travellers' cheques are much the safest way of carrying large sums of money, and they can be cashed at any branch and will be accepted at most large hotels and shops in this country. They can also be exchanged for local currency in any foreign centre throughout the world.

There are many other facilities available to bank customers, such as the provision of safe custody facilities for storing valuables and important papers; arrangements for drawing cash at some other branch of the bank; purchase and repayment of National Savings Certificates, Defence Bonds, Premium Bonds.

Advice on money matters

His shrewd and helpful advice on any matter to do with money is by no means the least important of the ways in which a bank manager seeks to help any customer who appeals to him. He welcomes any opportunity of discussing in complete confidence the small or large financial problems that beset us all at some time or another. Whether you contemplate buying your house, are concerned about life insurance, seek to provide for some dependent, or to rearrange your affairs, a friendly word with a man knowledgeable about such matters can be extremely useful to you.

Lending money is one of the functions of a bank, too. A manager will not assist you to live beyond your means, but in appropriate cases a temporary overdraft to meet an emergency can sometimes be arranged. When a bank loan is not a suitable form of raising money for a particular purpose, the manager can often suggest alternative sources.

With every kind of bank account—Deposit Account, Savings Account, or Current Account—the customer is given a complete record of all the amounts paid in and all the amounts drawn out, and can see at a glance what the money position is at any time. This really means that the bank acts as one's book-keeper.

Now, a customer having a *Current* account would get the following advantages:

Cheques: he will be given a cheque-book and he can pay money to other people simply by giving them a cheque—no need to handle cash when paying bills. Or he can use the newer system of paying bills by Credit Transfer if he prefers. It is clumsy, unsafe, and old-fashioned to pay everything in notes.

Wife's drawings: he can authorise some other person to draw on his account. Some people make their wives joint account holders so that either of them can operate the account. Alternatively, one may draw a cheque payable to one's wife so that she can take it to the bank and cash it. This is very handy if a man is ill or away from home.

Regular payments: the bank can make regular payments for him such as for rent, hire-purchase instalments, insurance premiums. One instruction to the bank will operate until it is cancelled. This saves the trouble of having to remember each time a payment is due, and also saves the customer's having to send cheques regularly to the same people.

An important point to remember about bank accounts is that they are strictly private. All transactions are a confidential matter between the bank and the customer. Neither his employer nor his wife can get any information about his affairs.

What? No cash?

Now the disadvantages. When pay is credited direct into a bank account the employee will miss the feel of a nice crisp bundle of notes each pay-day. But he will enjoy the possession of a cheque-book. If the bank he chooses is not fairly near either to his home or his place of work it may be a nuisance to have to go there each time he needs cash. Although the hours that banks are open are not always convenient for everybody, banks *are* open on Saturday mornings and they do not usually close for lunch.

Banks are for everybody

Many people still seem to think that because they are not rich the facilities of a bank account are not for them. There aren't many rich people nowadays, and if the banks had to rely on them they would soon be out of business. It is the thousands of middle-class working people the banks are catering for now.

Employers are introducing the system of wages by direct bank transfer even though the proportion of workers likely to avail themselves of the facility is initially expected to be small. Over a longer period it is expected that the scheme will snow-ball; eventually the reduction in the size of the weekly cash withdrawal for the payroll may be such as to make wage-snatches things of the past.

Safety is the obvious advantage to the employer. But there are virtues in paying through a bank other than safety. Individual payments do not have to be counted out, checked, sealed into wage packets. Staff is not tied up in the weekly pay-parade. There are no complications arising from unclaimed wages owing to absence or shift-work.

Against this must be set the necessity for making out transfer slips for each employee; but where this can be co-ordinated in the book-keeping system with the preparation of the pay-roll, this should not prove to be a drawback.

97th Entry Expedition

by 687162 L/A.A. TONGE, J. J.

<i>Members:</i>	C/A.A. Heath	A.A. Clifton
	L/A.A. Tonge	A.A. Gosnell
	L/A.A. Hodges	A.A. Swash
	L/A.A. Peachey	A.A. Hughes
	L/A.A. Lee	A.A. Sussex
	L/A.A. Watling	A.A. Hazel

The expedition started at five o'clock on Friday 30th August. We were picked up from camp and transported by R.A.F. coach via Hereford to Brecon where we were dropped on the A.70, half-way between Brecon and Libanus. This was at approximately 2200 hrs. and we hiked on through Libanus to a little farm near Cymelyn, where we obtained the permission of a farmer to use his field for the night. Although it was extremely dark not much difficulty was found in pitching the tents cooking a meal and bedding down for the night.

The rain overnight was reasonably heavy.

The next morning we arose at 0600 hrs. and were on our way by 0700 after thanking the farmer. We struck out in approximately a S.S.W. direction for Pen-y-fan first encountering a fast-flowing stream called Glyn Tarell, the crossing was made by means of a bridge formed from two trees.

Immediately after this stream we climbed a steep wooded slope and broke out into the open with Pen Milan (1,822 ft.) straight in front of us. I heard someone singing a pop song entitled "I'll never get over you", and almost felt like agreeing.

However, after a climb through a fern "forest" which was wet with dew it didn't seem so bad and we gained height by walking up the side of the hill and after skirting Pen Milan reached an obelisk dedicated to a Peter Jones who had apparently lost his life up there.

We rested here for a while and had time to admire the view down in the valley to our right was a cym (llyn-cym-llwch) which didn't look particularly large until we saw the size of the sheep grazing beside it and realised that we had climbed a fair distance. This particular valley is one of the strangest I have seen. This can be explained by the fact that it was obviously a claciated valley.

Shortly after moving from the obelisk a mist descended on the hill tops. We continued to climb following narrow sheep tracks until they petered out. All this time a steep slope, more like a cliff, was at our left hand side and very soon another appeared to our right. The gradient began to get really steep. Eventually we reached a peak, which turned out to be Corn Du. To reach Pen-y-fan we had to rely completely on compasses. We climbed down a steep slope from Corn Du and then up again to Pen-y-fan. When we left Corn Du our visibility was cut down to 15 yards, so, naturally, our progress was slow and cautious.

A fierce, bitterly cold wind was blowing, and very soon it was raining. Pen-y-Pan was reached at 1030 hrs. To our surprise we discovered that we had climbed right through the clouds and brilliant sunshine was observed for a while.

Deciding to make for the valley as quickly as possible we headed slightly off our route and made for the Storey Arms, which was a youth hostel and obtain a cup of tea. We reached there at 1230 hrs. and a cup of hot tea was welcomed by all. We crossed over the road and on a slope of Fan Fawr we had dinner and an hour's rest.

Owing to the fact that we had to be in Merthyr by 1800 hrs. on the Sunday and we had taken 5 hours to cover 5 miles, we decided to by-pass Ystrafell and head out from the side of Fan Fawr and make for Cader Fawr to camp, but the much lower level and the comparatively flat ground allowed us to reach Merthyr Tydfil by 2100 hrs., passing behind Cader Fawr and continued walking most of the day. Such sights as the reservoirs in the valley and the newly-planted forests, made this journey all the more worthwhile.

We camped down in a field near Merthyr on Saturday and on Sunday morning we arose at 0630 hrs. and were on our way by 0800 hrs. We proceeded at a fairly slow pace at first to get back into our stride and headed for the cairn near Pleasant View and rested a while.

From here we could see Merthyr and Aberdare. We kept to the highest points and hiked on through to Cefn-pennew, where we had dinner. We headed in a south-westerly direction to a little colliery railway which led into a village called Aber-fan.

From Aber-fan we got to our arranged meeting point with the transport by 1600 hrs. We decided to go a little way up a hill to the east to have tea.

A good time was had by all although we all agreed that to do a decent hike in the Brecons one has to have good clear weather, otherwise it is rather dangerous. In our case (after Pen-y-fan) it would have been stupid and dangerous to stick to the original route. The weather did not clear up there, instead it got fouler. An expedition such as this should most definitely be made in fine weather.

One observation we made was that the natives were extremely friendly and helped us on our way as much as they could. It occurred to us after talking to one of them, with the help of A.A. Sussex (our translator) that they probably thought we were R.A.F. Mountain Rescue. How mistaken can they get! We looked nothing like them. They seemed to be most disappointed when they found out what we really were. Another "observation" is that the area is infested with sheep. I'll never touch mutton again!

**SAFE FAST CHARGING
BATTERY SERVICE
— ONE HOUR —**

—You have no need to move very far
from the camp.

RING — 35
STARTER BATTERIES from
£3—1—4

**KNIGHTCOTT
GARAGE**

(R. Belbin)

BODY REPAIRS : SERVICING

Tyres All Sizes

CLEVELAND PETROLS

BANWELL : Tel. 35

Rotavating, Grass & Hedge Cutting
and General Garden Work

Tree Felling, Logging

J. A. Griffin

**1 West Street
Banwell**

Nr. Weston-super-Mare

Telephone Banwell 222

Landscape Gardening

Supply and Erection of
Fencing of all descriptions

Brafield & Sons

**HIGH CLASS
FAMILY BUTCHERS**

Patronised by R.A.F. Families

regular deliveries to

R.A.F. Station Locking

The Square : Banwell

Telephone Banwell 54



THE R.A.F. BENEVOLENT FUND
needs

£600,000

a year

to continue assisting cases arising
from casualties in war as well as
from flying accidents and ordinary
distress in peace.

Please send donations to:—

**Hon. Treasurer, R.A.F. BENEVOLENT FUND,
67 PORTLAND PLACE, LONDON W.1.
TEL : LAN 8343**

Space kindly donated by:—

**C. Parrott and Sons Ltd., Wholesale Fruiterers, Grove
Road, Weston-super-Mare, Somerset.**

Magnifica Corrida de Toros

by 687579 A.A. HILL

(99th Entry)

The setting is the Plaza de Toros Monumental, the largest of the two bullrings in Barcelona, and one of the two largest bullrings in Spain. It is five o'clock on a Sunday evening on the occasion of my first visit to a corrida. The stadium is reminiscent to the old-world Coliseum. Its predominant feature is the ring itself which is some sixty yards in diameter and a yellow-buff in colour. The ring is encompassed by a five feet high barricade. The barricade itself is broken in four equally spaced positions by barriers which will offer protection for the men concerned in the actual bullfight.

Bright, clashing colours are the order of the day for the large cosmopolitan crowd. The light tinny sound of the brass band hangs heavily over the whole arena as the President of the bullfight enters his time-honoured stall high above the arena.

A fanfare of bugles, and a gap appears in the apparently solid symmetry of the barricade. As the voice of the crowd rises in a swell two proud, high-skipping horses bearing two equally aloof riders head the corrida procession into the ring. The procession embodies the three matadors for the evening together with their entourage of toreadors, picadors and banderilleros. The whole procession is laced together by "the stagehands and groundsmen" in their bright red shirts. In response to the crowds tumultuous applause the matadors wave their hands and execute curt bows.

But now the audience is restless for the encounters of man against bull and as if sensing this feeling the procession leaves and the barricade is once more complete.

Again a fanfare and suddenly "el toro" is in the ring. It is massive and as black as coal. Attached to the nape of its huge neck are the red, white and blue marker ribbons. Its predominant features are its wickedly hooked horns, its speed and mobility. This is the bull in all its glory; head held erect and eyes smouldering.

A torador appears from behind the first barrier and attracts the bull's attention by waving his large yellow and violet cape. The bull charges but the torador runs for the safety of the barrier. Attempting to get there just before the bull. No sooner has the bull skidded to a halt before it is attracted to the second barrier by a torador and then on to the third and fourth. This enables the bull to be shown to the full advantage of everyone in the crowd. The toradors then take it in turn to make passes with the bull. With each charge of the bull through the cape almost everyone finds himself shouting "olé"! Good rallies between man and beast bring bursts of applause from the crowd. This priming period with the bull is for the respective matador to see how his bull is "hooking" with its horns and whether or not it is brave and fierce.

The picadors now enter the ring to the strains of the trumpets. There are two picadors. These men are mounted on blindfolded horses which are inadequately padded on one flank. The picador himself wears cast iron leggings and a medieval dress with iron helmet. With his left hand he grasps the reins while under the other arm he carries a long wooden lance with a steel tip and barbs. The two picadors position their horses at opposite sides of the arena with the unprotected flank of the horse to the barricade.

The bull is now manoeuvred by the toradors until it is confronted with a mounted picador. The bull charges with its head held low. Just before impact the picador places the tip of the lance into the spot marked by the coloured ribbons and making use of the bull's momentum lunges with all his might. The tip is prevented from entering too far into the bull by the barbs. At the same time as the picador's lunge the bull lifts its head up underneath the horse. The lunge of the lance is the first pain the bull has encountered and responds by lifting the horse, picador and all some inches clear off the ground. There are cries from women tourists at the plight of the horse which must have the bull's horns embedded in its soft underside. The horse cannot scream out in pain as it has had its vocal chords severed previously. The bull retreats and charges again and then again with blood spurting out of its gaping wounds to the rhythmic beating of its heart.

When the bull has been sufficiently worn out by the picador the president signals for a fanfare. At this signal the toradors attract the bull away from the picador and both picadors then leave the ring.

Now it is the turn of the "ballet-dancers of the bullfight", the *banderilleros*. Once again there are two of these. Both carry two brightly coloured darts, one in each hand, which are 1½ feet in length with a barbed steel point. The first *banderillero* positions himself some twenty yards in front of the bull. Standing on the tips of his toes and with his arms at full stretch he knocks the darts together and calls to attract the attentions of the bull.

As the bull begins its charge, the *banderillero*, with elegant steps on the balls of his feet, prances towards the bull. The *banderillero* veers to his left and the bull checks by moving to its right. With superb agility the *banderillero* passes just in front of the bull and when poised between the horns of the bull he raises the darts and then

sticks them into the vicinity of the wounds in the bull's neck. The banderillero arches himself as the bull carries on through. The darts remain in position and immediately the bull tries to dislodge these new torments. As the thunderous applause for the banderillero's deft skill begins to die down the second banderillero attracts the bull's attention. He is less successful as only one of his darts remains true.

And now for the finale. The first matador of the evening enters the arena. He walks to the front of the president's box. He removes his three-cornered hat and with it held high in his right hand acknowledges the president and then turns to do the same to the spectators. After placing the hat on the ground he walks to that part of the barricade behind which his "seconds" are positioned. He reaches over and selects one of his capes which he holds taught with the help of a concealed sword.

Slowly he walks to the centre of the arena waving away the toreadors who have up till now been keeping the bull at bay. The matador tries to drain every last ounce of strength and defiance from the bull with graceful passes with the cape. Once more the inevitable "olés" of audience. The bull pauses for breath while the matador again acknowledges his well earned applause.

There are some more flourishes with the cape as the bull's horns pass mere inches from the matador's outline. Suddenly a stir in the crowd. During the last charge the horns were indeed close. Yes there are the tell-tale shreds of material and the dark stain of blood. The matador has received a flesh-wound, goring of the groin. Undaunted he continues. The bull again stops for breath and the matador walks over to the barricade for his killing sword. With this concealed behind his cape he retraces his steps to the bull. The bull, its whole left flank a crimson haze, raises strength for three more charges and then stops with its head hung down. The signal to the matador for the kill.



He stands two yards in front of the bull with his left side to it. Fully extended in front of him, his left arm supports the dangling cape. The sword is held in the right hand. The middle of the sword rests flat on the extended left arm and the matador looks down the whole length of the sword which is aimed at the very small vulnerable area at the base of the bull's neck. This perfectly balanced position is held for some seconds and crowd noises die.

With three quick steps the matador reaches the bull. The cape is drawn over the bull's head and in the same movement the sword is thrust into the bull up to the hilt. The crowd erupts into wild cheering. The toradors appear once more and entice the bull to run around in a tight circle in the hope these extra exertions will kill it. But this is a strong bull and refuses to die. Once more the matador returns to his seconds. He now takes a sword with an end resembling a "fleurs de lis" symbol. Returning to the bull he extracts the spent sword by hooking it out with the new one. A torador with a flourish unfurls his cape on the ground directly beneath the bull's snout. This action results in the bull lowering its head almost to the ground. The matador takes aim at the neck once more at a point just below its horns. With a swift sharp thrust the sword severs the spinal chord and the bull drops like a sack of lead on its crumbled legs and then rolls over on its side with its mouth open and tongue lolling out. It is all over.

The matador does a lap of honour with an ear of the bull he has been awarded by the president. The still carcass is pulled away by a team of four horses and even in death the bravery of the bull is cheered by the people. Although five other bulls are killed during the evening it is the twenty minutes of one's first bullfight which leave the most vivid impressions.



R.A.F. Locking Apprentices at the Battle of Britain Exhibition

Air Ministry, Whitehall, 9th-15th September 1963

For the second consecutive year, apprentices from Royal Air Force Locking were called upon to represent Technical Training Command at the annual exhibition held at the Air Ministry, Whitehall, to commemorate the Battle of Britain, 1940.

The exhibition took the form of an open-air display of aircraft and a "Bloodhound" anti-aircraft missile at the entrance to Air Ministry, together with a further display of equipment and photographs in the main hall of the building. It was in this main hall that the apprentices had two stands which were equipped and manned under the command of Pilot Officer D. J. Moxford as follows:

S.T.R. 18 (b):	Cpl. Tech. Hollerman
	Cpl. Tech. Price
	C.A.A. Thirlwall (98th)
	A.A. Clarke (98th)

Rebecca Mk. 8: Sgt. Webb
 Snr. Tech. McLean
 A.A. Logan (100th)
 A.A. Atwell (100th)

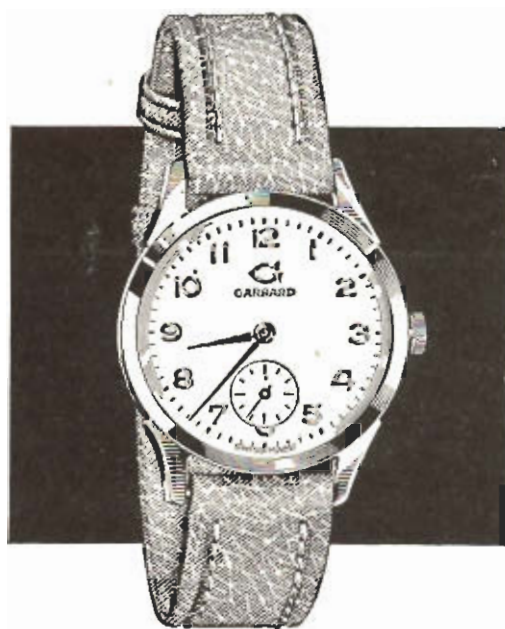
Teleprinters: Cpl. Trimble
 C.A.A. James (97th)
 A.A. Thompson (97th)

Philco Equipment: Sgt. March
 C.A.A. Norton (100th)
 L.A.A. Funnel-Bailey (100th)

The apprentice stands attracted a good deal of attention throughout the exhibition, due not so much to the undoubted personality and good looks of the personnel on duty as to the fact that it was the only indoor exhibit where equipment was operative.

Thanks to Bomber Command, crystals were received which enabled signals to be relayed through the S.T.R. 18 (b) from several European airports, including Munich and Madrid, and from aircraft *en route* over the Atlantic.






BY APPOINTMENT
TO HER MAJESTY THE QUEEN
GOLDSMITHS & CROWN JEWELLERS,
GARRARD & CO., LTD., LONDON

The GARRARD 'Service Watch'

WATERPROOF · SHOCKPROOF

NON-MAGNETIC · CHROME AND STEEL CASE

LUMINOUS · FULLY GUARANTEED 2 YEARS

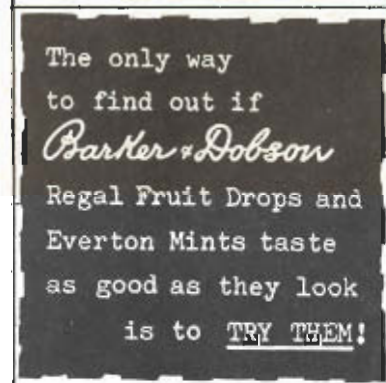
£10

GARRARD The Crown Jewellers

112 REGENT STREET W1 REGENT 7020



THE FOLLOWING FIRMS SUPPORT SERVICE JOURNALS



The clatter of the teleprinters was an irresistible attraction to young and old and Cpl. Trimble and his apprentices were kept very busy indeed. Each day, teleprinter tapes were prepared giving a brief account of the air fieldline as it had happened on the day, 23 years ago. Page copies were produced and achieved a circulation which would have made the Editor quite envious.

A Press and TV pre-view was held prior to the exhibition being opened and although both TV networks filmed the apprentice exhibits, there has been no report of the film reaching the screens, a deplorable disregard of undoubted talent. The Air Ministry Publicity Branch did, however, take a number of photographs and it is hoped that the Editor will include one or more with this article.

The exhibition was honoured by visits from the Chairman of the London County Council and the Mayor of Westminster, accompanied on each occasion by the Air Member for Personnel, Air Chief Marshal Sir Walter G. Cheshire, K.C.B., C.B.E., B.A.

The Mayor of Westminster showed particular interest in the apprentice stands and spent some time talking with instructors and apprentices. C.A.A. Norton (100th), had a particularly long conversation, "selling" the apprentice scheme with apparently good effect as His Worship returned the following day with his youngest son!

The instructors and apprentices who manned the Locking exhibit did an excellent job and were a credit to the Station. Their efforts were made possible to a large degree by the remarkable freedom from equipment unserviceability, and due credit for this must go to the Installation and Maintenance team under the energetic direction of F. S. F. Murphy, B.E.M.

Over 31,000 people attended the exhibition which provided a timely reminder of the courage and skill of the out-numbered Royal Air Force pilots who fought the German Air Force to a stand-still in the summer of 1940.

For all Sports Goods

come to a Sportsman

BILL ANDREWS

(Official Supplier to Bristol Rovers and
Bristol City Football Clubs)

UPHILL SPORTS STORE

Telephone Weston 5477

SERVICE AND SATISFACTION

Weston-super-Mare's

LEADING LADIES & GENTS
HAIR STYLISTS AND WIG MAKERS

LLOYD & OSBORN

LIMITED

**26 THE BOULEVARD
WESTON-S-MARE**

Telephone : Weston-super-Mare 3522/3

— Open all day Thursday —

MILLIERS

FOR

Everything Musical

Radio

Television

Tape Recorders

Records

Reeds, Strings

Music

Pianos

Opposite the Odeon

VICTORIA

School of Motoring

VICTORIA GARAGE (WESTON) LTD.
ALFRED ST., WESTON - SUPER - MARE

TRIUMPH HERALD
DUAL CONTROL CARS

R.A.C.

REGISTERED INSTRUCTOR

MEMBER OF INSTITUTE OF
ADVANCED MOTORISTS

CALL OR 'PHONE 1450 W.S.M.

Sub Aqua Club

REPORT OF AN EXPEDITION BY THE ROYAL AIR FORCE
LOCKING SUB AQUA CLUB TO BOULEY BAY, JERSEY, C.I.
6th to 9th September 1963

by SQDN/LEADER G. K. SCOTT

Project Leader, Officer i/c Sub Aqua Club, Royal Air Force Locking

Purpose of the Project

A diving expedition by members of the Sub Aqua Club to Bouley Bay, Jersey, C.I., to enable advanced training of less experienced divers to be carried out under conditions unobtainable in the local area. The expedition also to survey the area for future expeditions and make a cine film of their activities.

Personnel taking part

Sqn./Ldr. G. K. Scott, D.F.C. (Project Leader)
350858 Sgt. Martin, J. A. (Deputy Leader and Chief Diving Instructor)
682820 Cpl./T. Smith, A. M.
1930665 Cpl./T. Thomson, D.
687155 S.A.A. Stachniczek, G. A.
687355 A.A. Robinshaw, P. V.

The expedition was planned as an initial field expedition for the club in unfamiliar waters and under conditions far better than obtainable in the Locking area. Bouley Bay was known to be a popular site for divers from Europe and brief details of the conditions likely to be encountered were obtained by the project leader who visited the site during the August leave period. Contact was also made with Mr. Webster of the Jersey Underwater Centre which is located at Bouley Bay who is an experienced diver of long standing and who promised every assistance in arranging transport, recharging of air cylinders and providing equipment not available in the club. The expedition was limited to six personnel as an air lift to Jersey by a Varsity aircraft was authorised and weight limitations did not permit a larger party. These expedition members, apart from the project leader and diving instructor, were chosen from club members who had fully completed their initial training in the use of aqua lungs and associated equipment. The expedition party planned to camp as near the diving site as possible and carry out the maximum number of dives within the two-day period and within decompression limits. All necessary diving and camping gear was assembled and checked on 4th September and members of the party were briefed.

6th September 1963

The expedition party assembled at the Sub Aqua Club at 1300 hours and loaded all equipment on the transport for the airfield. The aircraft was loaded and took off as scheduled at 1430 hours.

The flight to Jersey was pleasant, the weather being good and the aircraft touched down at Jersey Airport at 1545 hours. After unloading the equipment and clearing customs, a phone call was made to the Underwater Centre at Bouley Bay and Mr. Webster immediately arranged transport to pick up the party. Transport arrived within 30 minutes and the party were at Bouley Bay by 1730 hours. A camping site suggested by Mr. Webster and within 500 yards of the beach proved suitable although small, and three bivouac tents were erected and the camp put in order by 1830 hours. The party prepared a meal and then inspected the locality.

Bouley Bay is a small sheltered bay on the north coast of Jersey. The coastline is rugged with few beaches, the rock rising fairly sheer in many places. The beach at Bouley consists of large pebbles and rock with a tidal rise of 39 feet. In good weather conditions underwater visibility is about 40 feet and water temperature cold but slightly warmer than in England. The beach shelves steeply and a depth of 40 feet is obtainable within 200 yards of the waters edge at low tide.

The sea state on arrival was not promising, wind and a heavy swell had reduced underwater visibility and within a few minutes of the party's arrival a motor boat about 25 feet long broke free of its moorings and was pounded to pieces on the beach in a remarkably short time, despite efforts to salvage it. By nightfall however the wind had dropped and the sea was calmer. No diving had been planned for the day of arrival and after a brief visit to the Fishermans Inn the party retired early.

7th September 1963

The day dawned bright with little wind and a calm sea--promising conditions for diving. After breakfast the camp was tidied and the party proceeded to the Underwater Centre where Mr. Webster arrived with freshly charged air cylinders at approximately 1015 hours. The day's diving was planned, it being decided that the Project Leader should accompany Mr. Webster to Gorey, a sheltered harbour on the east coast to collect his boat whilst the Chief Instructor took charge of the rest of the party and led them on familiarisation dives within the bay. Underwater visibility proved to be approximately 8 feet and water temperature comfortable wearing a wet suit. The rocky end of the bay was explored and on a falling tide the maximum depth of diving was 40 feet. A.A. Robinshaw experienced some difficulty in clearing his ears and was restricted to depths of 15 feet.

The boat, a small fishing vessel, ideally suited for use as a diving boat arrived at Bouley by 1145 hours and after lunch a dive was planned at a rocky outcrop known as Conger Rock. The diving gear was ferried to the boat and moorings were cast off at 1500 hours. After a trip of some 30 minutes the anchor was dropped within 50 yards of the rock and under the instructions of Mr. Webster diving proceeded. The Project Leader remained on board to assist in handling the boat and recovering the divers. Underwater

visibility had improved to 15 feet and dives to 50 feet were accomplished. Unfortunately the trip to Conger Rock with a slight swell caused considerable rolling of the boat and some members of the party were feeling off colour by the time the anchor was dropped. However they were game for diving and soon recovered once in the water. The return trip was smoother and the party arrived at Bouley Bay by 1730 hours. All gear was ferried ashore and washed by 1830 hours.

As the party were completing stowing the equipment, news was brought that two boys had been cut off by the tide and in attempting to climb the cliff face had reached a spot where they could get no further. The cliff, at the eastern end of the bay, is very steep covered with gorse and has large rocky outcrops. Although the boys, aged about 9 years and 13 years could get down to the water, the sea state was too rough to get a boat in. The cliff was some 200 feet high and the boys about half way up.

It was decided to reach the boys from above and five members of the expedition climbed the cliff at convenient points and reached the cliff top above the boys while Sgt. Martin remained below to direct operations as it was not easy to see the boys from above. The diving safety line was lowered and the boys were assisted to a point where they could be brought up the cliff. They were returned to their respective parents, both ex R.A.F. aircrew, somewhat frightened but none the worse for their adventure. The only minor casualty suffered by the expedition members was Cpl./T. Smith who traversed some half a mile over gorse and bramble in his bare feet and who had to spend a considerable time the following day removing the thorns. The party returned to the camp site at approximately 2100 hours and after supper retired early.

8th September 1963

Another day of calm sea, no wind but overcast. The recharged air cylinders arrived at 1030 and local diving in the bay commenced immediately. The boat was not available but with a full tide, conditions were excellent and underwater visibility was between 15 and 20 feet. All members of the party enjoyed one of the best dives undertaken since the formation of the club. The project leader shot approximately 25 feet of film underwater and exploration of the rocks to the east of the bay progressed. Dives to a depth of 70 feet were achieved, where bottom visibility was as good as on the surface. Cpl./T. Smith achieved a dive of 70 feet using snorkel only (no aqua lung), this depth being confirmed by Sgt. Martin who carried a depth gauge. One further dive was undertaken in the morning by four members of the party and by 1300 hours everyone was ready for lunch. By this time the weather had deteriorated and steady rain was falling. Mr. Webster's partner kindly offered to take the party to St. Helier where a hot lunch was eaten in a restaurant, this being the only meal during the expedition which was not prepared in camp.

The party returned to Bouley Bay at 1530 and Sgt. Martin led the final dive of the expedition. On a falling tide the moorings in the bay were inspected and by 1615 hours all divers were ashore. A check was then made of all gear, suits and regulators washed and gear packed for an early return to Locking on the following morning. Mr. Webster (who is a professional roller skater) invited the party to come and watch his act in a St. Helier Hotel in the evening and he returned to collect the whole party at 2115 hours. The roller skating act in which his wife takes part was of the highest standard and it is of interest that both Mr. Webster and his wife have taken part in investigations in rapid reorientation after vertigo at the Institute of Aviation Medicine. After the show Mr. Webster invited the party back to his flat for coffee and showed some excellent films he had taken underwater in connection with both the sport of diving and in his capacity as diver to the States of Jersey. He then drove the whole party back to camp.

9th September 1963

An early start was made for the airport, and all equipment was loaded on the aircraft by 0930 hours. Take-off was as scheduled at 1000 hours and after a pleasant flight with customs clearance at Exeter the aircraft landed at Weston airport at 1145 hours. Diving and camping gear was checked into the club by 1300 hours and everyone was prepared to report for duty by 1400 hours, well satisfied with an exceptional weekend although perhaps somewhat tired by their exertions in the past two days.

The success of this expedition far exceeded expectations. There were no snags encountered at any stage during the expedition period. The purpose of the expedition was carried out in full and the way paved for future expeditions by the club and for that matter by any R.A.F. club wishing to go to Jersey. The survey of the Bouley Bay area proved that excellent conditions can be expected with an interesting sea bottom of rock and shingle, and the possibility of reasonable underwater fishing. As an advanced training area in safe conditions, it would be hard to beat. Approximately 100 feet of 8-mm. cine film was exposed during the expedition, 25 feet being underwater. Processing of this film is awaited with interest, but as it was found that the film had been threaded incorrectly in the underwater camera, it is possible that results may be disappointing. At the Jersey Underwater Centre, every conceivable item of sub aqua gear is available for hire at a very reasonable cost. (Mr. Webster reduced normal charges by as much as 75 per cent. for certain items used by the party).

The success of the expedition must be largely credited to Mr. Webster's co-operation and goodwill. Nothing was too much trouble for him and his excellent advice and interest in the activities of the expedition proved invaluable. A letter of appreciation has been forwarded to him.

Locking Fencing Club

The recent postings of some of our most experienced fencers, has, temporarily, reduced the club's potential. We are, however, gratified to have helped launch such personalities as "Ben" Cannon (ex-96th entry) on a fencing career that will surely see him, in the near future, representing the R.A.F.

However, that which has been lost in talent has been compensated for by the gain in strength and enthusiasm from members of the J.E. Squadron. Our coach, Sgt. Larvan, has duly taken these members under his wing, and will, without doubt, mould them eventually into a formidable No. 1 Wing team.

Our airman members, too, although few in number, show promise. We should, in fact, by the end of the year, have a station team of no mean talent.

Our weakest link, at present, is in the Ladies' section. We boast two lady members, but would like at least six. Membership is open to the W.R.A.F., civilian ladies on the staff, and the wives of both servicemen and civilian members of the staff at Locking.

If you are worried about your figure, ladies, join the Locking Fencing Club, and your worries are over!

New members, too, are always welcome to join the club, whether civilian staff, trainee or permanent staff, particularly if you have fenced before. Just come along to Hut 280 (behind the flagpole) on any Thursday evening, 1900-2130 hours.

Members will be pleased to hear that we now have adequate equipment, of good quality, for the use of club members, including electric foil equipment. Thank you, P.S.I.

The first half of this term will be devoted in the main, to coaching and practice. The committee will organise, during November and December:

- (i) Inter-Wing Shield competition;
- (ii) A.A.s Inter-Squadron competition;
- (iii) Blair-Oliphant competition;
- (iv) Such inter-club matches as can be arranged.

WEEKLY PROGRAMME (Hut 280):

Mondays	1915 hrs.	Beginners' Class
Tuesdays	1400 ..	A.A.'s practice
Wednesdays	1400 ..	Adult practice
Thursdays	1400 ..	A.A. (J.E.s) practice
Thursdays	1845 ..	Club night

The Game of Squash Rackets

by SGT. A. LARVAN

"What is Squash?" The exponents of the game are asked this question with monotonous regularity when they stand—"pint in hand, perhaps!"—and issue forth about their favourite game. Many a brow has been furrowed regarding the best way to answer this question. The answer would, at first, appear to be simply that Squash is a game played in a large room with racquets and a little black ball that doesn't go where you want it to go just when you want it to go there. I am sure that many players would agree with this explanation of the game. But perhaps the more serious minded player would prefer the explanation that Squash is a game where speed, stamina, skill and control are applied to a racquet game and where a tremendous amount of exercise and enjoyment can be achieved in a short space of time.

One of the beauties of the game is that neither standard nor age are a barrier to the object of exercise and enjoyment. Placing of the ball and positioning on court may enable an older, less mobile, player to win against a younger, more agile, opponent, a case of experience prevailing over youthful vigour. The hardest fought battles though are undoubtedly those between two players of equivalent ability, no matter at what standard they play. Although it is beneficial to the lesser player to play a more experienced opponent, the game becomes rather one-sided and therefore less enjoyable.

To improve one's game, practice is all-important, whether it be as an individual practising on one's own, or practising under the supervision of a coach, or even just playing games.

Squash is played at all levels in the Services, from Inter-Service Championships down to inter-station and even inter-wing games. Also many units enter civilian leagues and inter-club competitions.

No matter at what standard of play, from the top professional to the "rabbit" amateur; the individual will find that the game of Squash is a challenge and a very rewarding pastime, as well as an ideal way of keeping fit.





THE GIRL WHO KNOWS WHAT SHE LIKES
...WHO GETS WHAT SHE LIKES...ALWAYS
ASKS FOR GORDON'S BY NAME



Gordon's
Stands Supreme



...MADE FROM 100% GRAIN SPIRIT



"If
only
I had
the
money!"

You may have said it yourself. But, consider. You will probably never have a better opportunity than you have now of putting some money aside for the future. You enjoy good pay—with no overheads—and all the facilities of the Post Office Savings Bank scheme are yours for the asking. What could be simpler?

Make saving a good habit. Save as much or as little as you like, but do it regularly. Keep your money in the Savings Bank as long as you possibly can. You will find that it soon mounts up and collects interest—ready to help start you up in the trade you are now learning in the Service, or for furnishing your home when you get married.

All the details of the scheme are in the leaflets illustrated here. Write to me personally, and I will send you a copy of the one that applies to your Service:

Air Chief Marshal Sir Hugh W. L. Saunders,
G.C.B., K.B.E., M.C., D.F.C., M.M.,
Chairman, H.M. Forces Savings Committee,
1, Princes Gate, London, S.W.7

Issued by H.M. Forces Savings Committee

OVERSEAS? cash in on it!



A VICTOR FOR £525

Special P.T. exemption saves you over £100 on a Vauxhall Victor if you're being posted abroad... or are returning to U.K. for re-posting overseas... People say it's the best looking family car out. And the Victor takes to a rugged service life. A new synthetic cellulose finish over 6 protective undercoats (and underbody sealing), shrugs off the world's worst.

If it's the VX 4/90 you're after (vivid motoring with twin carbs., aluminium head, front disc brakes, special springing; and luxury... £695) — the saving's £145.7.1! Your Vauxhall dealer will be glad to tell you more — both about the cars and this way of saving money. Or write direct to

Vauxhall Motors Ltd • Overseas Delivery Centre
Wardour Street • London W.1 (Phone: GERard 4343)



By Appointment to Her Majesty the Queen



Scotch Whisky Distillers, John Walker & Sons Ltd.

GOOD OLD Johnnie Walker

THE SCOTCH OF SCOTCH

Johnnie Walker is the Scotch of Scotch. You'll find it everywhere, in the friendly square bottle, smooth, mellow, great-hearted. Enjoy it everywhere, at home or away — **Good old Johnnie Walker.**

BORN 1820 — still going strong



Apprentice Wing Band

Having overcome the initial recruitment setback due to the inauguration of the Junior Entries Squadron, both the quality and quantity of the Band has gone from strength to strength, this point being reflected in the fact that for the first time the Brass and Pipe Bands provided the music for the A.O.C.'s Parade in September, a role which has always been designated to the Regional Band.

As representatives of both the Wing and the Royal Air Force the Band has had a busy and entertaining time during the Summer months at outside activities in the local area.

What can be termed, "The Year", started with the Dairy Festival at Weston-super-Mare, where both Brass and Pipe, Drum and Trumpet Bands were a great success with the visiting public, this fact being endorsed in the Mayor's Vote of Thanks.

"They demonstrated a very high standard indeed of both formation and static displays not commonly seen in Junior Bands and can be said to have been a credit to R.A.F. Locking and to the Royal Air Force."

Our thanks to the Mayor.

The Band's time and leisure was then fully taken up by external engagements at carnivals and fêtes at various places such as Wells and Langport, to name only two.

One point which may be mentioned occurred whilst the Band was present at the Centenary Celebrations of the British Red Cross in July. For the first time in military history a Regular R.S.M. was required to give the Parade Ground orders of "stand up" and "sit down", as his Parade consisted of Junior Red Cross links from 8 to 14 years old. Unfortunately, he did not appreciate our amusement.

The main event of the year, once again, was when the Band took part in the Royal Tournament at Earl's Court in July.

This has become a form of tradition with the Band now, even though the total number of representative bands has been reduced by more than one half over the last two years.

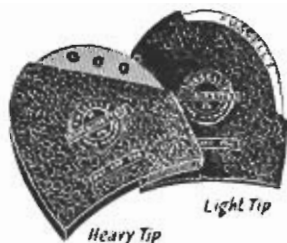
High praise indeed came from the Arena Master when he stated that of the junior bands appearing Locking's display had been by far the best!

In more recent months our last event was a trip to Edinburgh to view the European Pipe Band Contests. One of the most prominent memories of this however is not of piping but is that of a Scottish ticket inspector on British Railways wandering off up the train muttering, "I have seen it all now", after he had found a notable member of our party asleep in the luggage rack wearing nothing but his pyjamas.

Even though the summer months are over, rehearsals with new ideas and displays are still constantly taking place in preparation for future engagements.

DOWN AT HEEL IN THE R.A.F. OR W.R.A.F.?

IMPOSSIBLE when you INSIST on your
Repairer fitting



Combinettes

PAT. No. 705471

THE METAL-TIPPED RUBBER HEEL

Popular with servicemen and women everywhere.
"COMBINETTES" combine smartness with economy
—there's treble wear in every pair.

Manufactured by

FUSSELL'S Rubber Company Limited

WESTON-SUPER-MARE.



TRAVEL BY—

EMPRESS COACHES W.s.M.

Phone 133

EMPRESS COACHES Bristol

Phone 20650

1 LOCKING ROAD,
WESTON-SUPER-MARE

Special Quotations for Private Parties.

TOURS DAILY to—

Cheddar Caves Torquay
Lynton and Lynmouth
Weymouth, Bournemouth, Etc.,

Send P.C. for List of ALL TOURS.

Telephone : Banwell 52

CHOICE FLOWERS : POT PLANTS
WREATHS : WEDDING BOUQUETS

Leonard Jones

F.R.H.S.

Member of Interflora (We Telegraph Flowers)

GLADIOLI : DAHLIAS
CHRYSANthemUMS

a Speciality

SPRINGFIELD NURSERIES
KNIGHTCOTT : BANWELL
SOMERSET

Athletics

Despite weather usually more suited to rugby or water-polo, the Wing team had a successful and enjoyable season, winning all their matches except one. The outstanding event again proved to be the MacEwen Championships held at R.A.F. Halton. Halton and Locking were equal on points with the last event, the relay, to be decided. Unfortunately Halton just managed to beat the Locking team and so won the Junior Cup by one point. All the members of the Junior team performed well and the Youth team (under 17), despite their lack of numbers, produced some creditable performances, especially Barnes (103) who won the 880 yards in 2 min. 7.4 sec., Hanna (102) winner of the one mile walk in 7 min. 54.2 sec., a MacEwan Youth record and Wing record, and Jones (103) winner of the Shot with 42 ft. 11½ in., a new Wing Youth record.

"A" Squadron won the Wing Inter-Squadron championships and also the Field Events Trophy; Brooke (99) breaking the only Sports Day record with a throw of 153 ft. 6 in. in the Javelin. A new event this season was the J.E.S. Inter-Entry Athletics Competition and after a full afternoon of keen competition the 103rd Entry emerged as victors.

Station Sports Day was held later in the term and again took the form of a "Gala" occasion. The outstanding feature of the day was the weather—superb, but in between the chariot races and honeymoon races we did manage to squeeze in a team competition consisting of a dozen serious events and this was again won by "A" Squadron. On this day, two Wing records were broken in the one mile walk, Sedman (102) breaking the Junior record with 7 min. 48.1 sec. and Hanna (102) the Youth record with 7 min. 48.2 sec., to end for them a very successful season.

The following apprentices Clark (96), Naden (96), Edwards (96), James (96), Watling (97), Kraft (99), Ferris (100) and Hanna (102) were members of the Station team which again won the 24 Group Championships. All performed well against older and more experienced opponents; Clark scoring an outstanding success in winning the mile in a time of 4 min. 27 sec. Naden, Kraft, Watling and Ferris then represented 24 Group in the Technical Training Command Championships, Clark and Edwards were also selected but unable to compete.

The above members of the Apprentice team formed the backbone of the Station team in the R.A.F. Inter-Station Competition. The team won its way through earlier rounds at Locking and Innsworth to reach the finals at R.A.F. Uxbridge. There we had to be content again with second place to R.A.F. Halton, but to reach the finals was in itself a fine achievement.

The second Junior Inter-Service Championships were held this year at Portsmouth and again the Army were victors with the R.A.F. team second. Clark (96), Watling (97), Kraft (99), Howlett (99), Brooke (99), Kinge (100), Ferris (100) and Swanston (101) were all members of the R.A.F. team with Barnes (103) and Lyall (102) reserves. Notable performances in this match were by Clark, who won the mile in 4 min. 27 sec., a new Junior Inter-Service record, and Ferris who recorded a time of 4 min. 42.3 sec. for the steeplechase, a new Wing record.

After a season of consistent running, Clark received his due reward when he was selected as a reserve for the mile for the R.A.F. team in the Inter-Services Championships and finally represented the R.A.F. in their last match of the season against Eastern Counties. In this final match, Naden joined Clark in the R.A.F. team, to run in the 440 yards hurdles.

The following Wing records were set up during the season:

JUNIOR

200 yards Hurdles: 24.4 sec. C.A.A. Naden (96). Halton
Steeplechase: 4 min. 42.3 sec. A.A. Ferris (100). Portsmouth
1 Mile Walk: 7 min. 48.1 sec. A.A. Sedman (102). Locking

YOUTH

1 Mile Walk: 7 min. 48.2 sec. A.A. Hanna (102). Locking
Shot: 42 ft. 11½ in. A.A. Jones (103). Halton.
Javelin: 128 ft. 10 in. A.A. Jones (103). Locking.



Freedom of Weston-super-Mare Parade

12th October, 1963

Apprentice Cricket

Despite the dismal weather, this summer has brought a successful season to both Senior and Youth Apprentice Cricket teams.

The Seniors resumed membership of the Weston-super-Mare and District Mid-Week Cricket League after a lapse of some years. They finished the season as runners-up to the League champions and thus earned their promotion to Division 1 for next season. This was a creditable performance and the team is to be congratulated.

The Youth XI had an exciting run in the Youth Schools Junior Cup Competition. They beat Halton Apprentices and Cosford Boy Entrants in preliminary rounds and met St. Athan Boy Entrants in the final, which was played at Locking. During this match Locking were 38 for 6 in reply to St. Athan's 78 and the prospects of a win for Locking were receding. A.A. Moon (102nd) came to the wicket at this point and despite a steady drizzle which had made playing conditions unpleasant for most of the day, he scored 24 runs in 15 minutes. This proved to be the turning point of the game and Locking won comfortably, thereby gaining the trophy for the first time since its presentation in 1960.

Both teams played consistently well and the improvement in the standard of fielding as the season progressed was most noticeable.

Individual performances were recognised by the award of Wing colours to: C.A.A. Hankey (96th), C.A.A. Scrivener (96th), C.A.A. Williams (99th), L.A.A. Larter (100th), A.A. McGregor (103rd).



Apprentice Soccer

After seven games played in the current season, the Wing Soccer XI sits firmly at the top of the Weston-super-mare and District Football League. Only one of these games has been lost, at Blackford, on a pitch which impressed one of the team's regular supporters, Sgt. Griffiths, of the R.A.F. Regiment, with its potential as a possible battle training area.

Three members of the team have been selected for the League representative side, C.A.A. Pedrick (97th) and A.A.s Dursire and Pattenden (100th). These selections reflect credit not only on the individuals but on the entire team, which has made such a promising start to the season.

It has not been possible to enter a Youth XI in the Weston League this season, as an alteration in the rules precludes any player of the age of 16 years. Efforts are being made to enter a team in the Cheddar Valley League.

Apprentices who wish to be considered for the Wing XI, including the Junior Entries, should see Flt.-Lt. Mullen, 1 (T) Block, or Plt.-Off. Morford, 3 (T) Block.

LET THE EXPERT STAFF
of
COOKSLEY & SON

REMOVE YOUR FURNITURE

WITH CARE

10 WATERLOO STREET

and

21 WATERLOO STREET

WESTON-SUPER-MARE

Estab. 1887

Tel. 6666

HOUSE FURNISHERS
NOTED THROUGHOUT SOMERSET FOR QUALITY

Pasteurised Channel Island and T.T. Milk
Processing and Hygienic Dairy
Deliveries Everywhere

Suppliers to : R.A.F. Station Locking
Hospitals
Hotels
Schools

WESTON FARMERS

(D. R. Thomas Dairies Ltd.)

Severn House, 391 Locking Road East
WESTON - SUPER - MARE

Telephone : Weston-super-Mare 3520

CAR ● REPAIRS
● TAXI
● SERVICE

LOCKING SERVICE
STATION

(Tom J. Curtis)

PETROL & OIL

LOCKING
Tel. BANWELL 27

Lawn Tennis

The Wing tennis team has had a most successful season, winning both the Senior and Junior cups of the Inter-Schools competition.

In the Senior competition final our team had an easy win over Halton Apprentices (6-3). Our Juniors beat Hereford Boy Entrants (5-2) in a final which produced a high standard of tennis. Our victory over Hereford was particularly satisfying as it was this team which beat us in last year's competition.

Two members of the Wing team, Randel (100th) and Tufts (102nd) distinguished themselves in local individual championships. Randel won the Weston-super-Mare Under-18 Singles championship, and he and Tufts won the Under-18 Doubles. In the Somerset Junior Singles competition at Burnham-on-Sea, Randel was runner-up and, with a Gloucester junior won the doubles competition.

Towards the end of the season, a handicap tournament was held. The prizes were cups which, if the winners so desired, could be exchanged for sports equipment of an equivalent value. This tournament provided a great deal of fun and succeeded in getting on to the courts, some reasonable players who had hitherto gone unnoticed. The winner was Randel and the runner-up Clulow (103rd).

Randel and Hodgkinson (101st) were regular members of the station tennis team and played an important part in helping the team to get as far as the national semi-final of the R.A.F. Inter-station "B" competition.

We have been most fortunate this season, in having the services of Mr. B. R. Lawrence, a well known and greatly respected West of England coach. We are sure his efforts contributed greatly to our success.

OUR ICE CREAM VANS CALL REGULARLY AT THE CAMP

THE "FELLA" FOR QUALITY CATERING

FELLA'S

REGENT STREET, WESTON-SUPER-MARE

Telephone : 1755

Visit Our CAFE - RESTAURANT - SNACKBAR

MORNING COFFEE

LUNCHEONS

TEAS

SUPPERS

WHY

LOOK FURTHER ?



THE

IMPERIAL LAUNDRY

CAN MEET YOUR NEEDS FOR

Laundry, Dyeing and Dry Cleaning

LAUNDERERS TO R.A.F. OFFICERS'
MESS, LOCKING.

Works :
HIGH STREET
WORLE

Town
Depot :
53 ORCHARD ST.
Phone 3505

DRY SHAVERS

Philishave . Remington . Ronson

WASHING MACHINES

Hoover . Hotpoint . Servis

OIL HEATERS

Valor Aladdin Rippingilles

H.P. TERMS & DEMONSTRATIONS

E. P. Leaver Ltd.

IRONMONGERS
WATERLOO STREET
WESTON-SUPER-MARE

Phone 916

Ex-Apprentice Corner

CRANWELL (Agent: J/T MURRAY)

Congratulations to Plt. Off. **DALES** (ex-87th) on successfully passing out from the Royal Air Force College at the end of last term.

Posting:

We wish J/T MURRAY a very happy tour at R.A.F. Gutersloh and are grateful to him for offering to act as agent for the *Locking Review* there and for his work as agent, while he has been at Cranwell.

CONINGSBY (Agent: Cpl. Tech. ASIT)

Postings:

Cpl. Tech. **WYATT** and Cpl. Tech. **ALLISON** (both ex-86th) have recently been engaged on post-graduate courses at No. 1 Radio School. Cpl. Tech. **WYATT** has now been posted to R.A.F. Changi and Cpl. Tech. **ALLISON** is to be posted to Germany on the completion of his course. Cpl. Tech. **DAVIES** (ex-88th) has been posted to Coningsby on his return from the Middle East, where he was stationed at R.A.F. Salalah.

Congratulations to **DUFFY** (ex-94th) on being selected for a Permanent Commission in the General Duties (Ground) Branch as an Air Traffic Control Officer.

Promotions: We congratulate the following:

To Cpl. Tech.:

ASIT (ex-93rd)

To Cpl.:

MARSHALL (ex-94th)

WVTON (Agent: Cpl. ATKINSON)

Congratulations to Cpl. Tech. **ELLENDER** (ex-93rd) on his marriage. At the time of writing we hear that Cpl. **HOSKINS** (ex-92nd) is shortly to be married and offer him our congratulations.

Promotions: We congratulate the following:

To Cpl. Tech.:

ELLENDER (ex-93rd)

To Cpl.:

BRADBURN (ex-92nd)

HOSKINS (ex-92nd)

CARR-GLYNN (ex-91st)

Posting:

We wish Cpl. **MORRISH** (ex-91st) a very enjoyable tour in Aden.

HONINGTON (Agent: J/T HORNE)

We hear that J/Ts HORNE, ABBOTT and KNOWLES have been detached to R.A.F. Norton from R.A.F. Honington, for three months. They have been sent to Norton as a special team to carry out modification work on B.I.L.S.

MIDDLETON ST. GEORGE (Agent: J/T MORELAND)**Posting:**

We wish Cpl. WALLER (ex-91st) a very enjoyable tour in Gibraltar and thank him for his work as agent for the *Locking Review* in the past. In a letter which he wrote from Middleton St. George before his departure for Gibraltar, he told us that he knew of the following overseas postings and P.W.R. notifications:

Cpl. HARVEY (ex-90th) to Woomera.

Cpl. CHRISTIE (ex-90th) to R.A.F. Eastleigh, Kenya.

Cpl. RICHARDSON (ex-91st) to Singapore.

Cpl. Tech. HARDIE (ex-91st) placed on P.W.R.

Cpl. EVANS (ex-92nd) placed on P.W.R.

We wish each of them a happy and successful overseas tour.

BAHRAIN (Agent: Cpl. Tech. HINKS)

We wish Cpl. Tech. HINKS (ex-90th) formerly our agent at Gaydon, a very happy tour in Bahrain. In a letter received from him since his arrival at Bahrain, he tells us that he found several ex-Locking apprentices already there. Most of them were former members of his own entry. (Cpls. ROCHESTER, DALRYMPLE, GRANT and STEVENS). Other ex-apprentices Cpl. Tech. Hinks has met in Bahrain are Cpl. Tech. CROSS and Cpl. Tech. MORTIMORE (both ex-88th).

Congratulations to Cpl. ROCHESTER and his wife on the birth of their son on 18th May this year.

R.I.P.

We are sad to record the death of J/T CARNALL who was drowned while swimming near St. Mawgan. He had been posted there after graduating from No. 1 Radio School as a Sergeant Aircraft Apprentice in the 96th Entry.

It is with regret that we have to report the deaths of PEAKE and WHITFORD (96th Entry) who were fatally injured in a road accident at the end of last term, a few days before they were due to graduate from No. 1 Radio School.