

The Chronic

The News Letter of the RAE Ex Apprentices Association.

Why “The Chronic”

The first edition of “The Chronic”, you might ask where does the name come from.

Those of you that are over 55 years old might remember, just!

It was used as the official RAG magazine title to commemorate the Farnborough Chronicle which passed away in the 1960’s.

From the Chairman’s Pen –

Welcome to the first edition of The Chronic – a play on the title of the old RAE Tech newspaper – ‘Farnborough’s Chronic’ – and a credit to the amount of work that Bruce Legg has put into this historical edition. Firstly the Reunion – the general opinion, at least in the late haze of the beer and wine, was that most people enjoyed the event, particularly in seeing all their old cronies, none of whom appear to age in any way, and catching up on old war stories. It always seems that there is never enough time to see all your old friends and that was certainly the problem in my case, and my apologies to all those whom I didn’t get time to see. Next time definitely! In the old RAE (now called DERA – Defence and Evaluation Research Agency), the old site, that you will all be familiar with, has now closed down and everything is moved across to that part of the airfield opposite Pyestock – where the Concord test rigs once stood. All test flying has stopped at Farnborough, with all of the aircraft being operated from Boscombe Down in Wiltshire. The new buildings are modern and the spirit of technical quality still embraces the scientists and

engineers in this new environment. It is always interesting, and instructive, to look back to the pre or post war technical reports and see the far sighted visions that were displayed by those staff in those days of early aviation, and many of those reports were the product of our membership. The current situation is that the old RAE site is just up for sale and disposal and, in FAST, we are awaiting the plans of the bidders to see if the old wind tunnels can be saved for posterity and a small part of the new site – perhaps called ‘Windtunnel Square’ – be an integral part of the plans. Here at Farnborough, at least in my Department, we still use the 24ft Tunnel for parachute testing, and bloody good it still is too!

Last year’s Reunion Dinner

On September 12th 1997 some 290 ex Apprentices and guests enjoyed a superb evening in the Princes Hall, Aldershot, on what was the 87th anniversary of the 1st apprentice intake in 1910.

Our chief guest for the evening was Dr John Potter recently retired Principal of Farnborough College of Technology. He was accompanied by Mr. A.V (Nick) Haile, whom many will know from the old RAE Technical College days. Alas John McIntyre, who was also invited, was not able to attend due to illness.

Chairman - Graham Rood, presiding over the evening, first asked Ted Lovesey to explain the past significance of the bell. Ted related some of his year’s nocturnal habits of wandering country wide around the Cranfield area. On one of these jaunts into another lesser seat of learning, someone “found” the bell and thought that it would be a

most appropriate exhibit to retain for important occasions. Hence it is now used to draw attention to the Chairman's announcements.

Finn Gordan from FAST (Farnborough Air and Space Sciences Centre) gave a very interesting account of the current and future developments of the main factory site in FAST's bid to establish its Air and Space Sciences Centre at Farnborough.

Graham Rood then welcomed all the attendees, particularly those from the earlier intakes – the more mature Ted Colliver and John Harrison from 1930 intake, Harry Robinson (1931) and Alf Rivers from 1932. The oldest member now is from 1926. There was an excellent overseas contingent mainly from USA and Canada, with Al McDermott leaving the snowy confines of St Louis for the warmer summers of UK. After welcoming Dr John Potter, the ex CEO and Principal of Farnborough Tech College – the scourge of many apprentices since 1978 – apologies for non-attendance were taken from Dennis Hobbs, whose excuse was that he and his wife were on a cruise. For many the visit around the establishment, very well organised by Maurice Shakespeare, was the last chance to see around the RAE as it remained. The site was soon to be sold off for industrial use, with the airfield already in the process of being sold. Graham then expounded the more uplifting parts, starting with the naming of the Acoustics and Vibration Building, the John Farley Building. Many of you will remember John as not only an RAE apprentice (firstly), but also the Chief Test Pilot for the Harrier flight test programme, and an outstanding flyer and test pilot. Secondly was the formation of FAST and all the efforts that were being made to retain the more historic buildings and artifacts. A seriously large number of artifacts had been saved and were housed in the old R52 wind tunnel building. Peter Cooper was also congratulated for the production of the 'Forever Farnborough' collection of historic photographs direct from the RAE Photographic Dept Archives (and still for sale). Drawing to a close, the next reunion was going to be in 2000, with partners this time, and based upon the attendance at this reunion, it was expected that the last reunions would be held around 2060!! Graham then introduced Mike Ventham, scourge of the Queens Hotel Lounge and Public Bars, founder member of the Boojums and ex-PSU, to reply on behalf of the RAE Apprentices Association.

Editorial

Contact with the Members

It is probably prudent to help you all, by identifying who your committee are, and how to contact them. As our Association grows, these contact points will become essential for its development.

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Secretary Bruce Legg.
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Or write to Rivenoak, Horseshoe Lane, Ash Vale, Surrey, GU12 5LL.

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A number of members have suggested that it would be helpful for the Association to be on the internet. Yes a grand idea, but the costs would be around £1.00 per member per year at current rates and membership numbers.

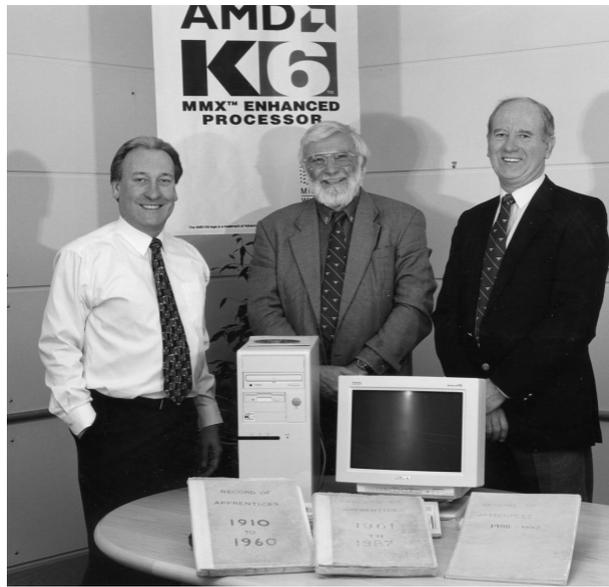
Is there an "Ex" out there who can help? Since I see little support in increasing the membership donation to at least £10 to £12 for the 5 year period. Comments please - To the secretary.

From the Secretary

Since taking the reins from Dennis Hobbs in mid 1997 we had an address list of some 300 Ex's. This has steadily risen to 700 today of which only 250 are participating members.

Since there are about 4000 Ex's out there somewhere there is lots of scope for increasing our mailing list. Can you help. - Dig out those address books, telephone numbers, and those with access to a web site please do your bit to circulate the Association world wide.

This article appeared in the ALDERSHOT MAIL on Tuesday February, 24th 1998



TARGET for 2000 – a reunion for 2,000!

The Royal Aircraft Establishment Ex-Apprentices Association wants to mark the year 2000 by bringing together 2,000 former ex-apprentices.

The RAE was formed at Farnborough in 1908 and two years later began training apprentices for all aspects of aircraft research.

Famous old boys include John Farley, chief test pilot of the Harrier jump jet, Air Vice-Marshal Sir Michael Alcock, and the late Sir Robert Hardingham, former head of The Civil Aviation Authority.

Association Chairman Dr Graham Rood said: "RAE apprentices' expertise was employed in many of Britain's and Europe's aviation milestones, including the first swing-wing aircraft and Concorde.

"The RAE has always maintained the importance of its Ex-Apprentices Association – its members often achieve high office after leaving the RAE.

"The celebrations planned for the millenium will also mark the 90th anniversary of the first apprentices joining in 1910."

Dr Rood – an apprentice in the 1957 intake – will be assisted in this ambitious plan for a giant gathering by two former colleagues who started at

the RAE in 1958, Mr. David Brand and Mr. Bruce Legg,

Mr. Brand, managing director of Frimley-based Advanced Micro Devices, has given one of its K6 PC computers to association secretary Mr. Bruce Legg, who will organise the party.

Mr. Brand said, "It's great to be able to give something back to an organisation that was the proving ground for many major engineering achievements and a first step for many notable careers."

Mr. Legg added: "There were over 5,000 apprentices trained at the RAE between 1910 and 1996 and we believe around 4,000 plus, are still out there somewhere.

But they are now scattered all over the world and until now their records have been hand-written in three books covering intakes from 1910-1960, 1961-87 and 1988-92.

"These can now be transferred to the computer so I can update addresses and phone numbers once the apprentices have been tracked down, and send out details once the arrangements have been finalised."

Reprinted by courtesy of Mr. Paul Coates – Editorial Department, Aldershot News Limited.

THE 1926 TRADE LAD.

by Ron Richardson

The scheme for Trade Lads is believed to have originated in 1913 and the policy was to train apprentices to a high standard; such that they could take their place in the Aircraft Industry at the age of 21. When I arrived in 1926 the policy was the same, and the scheme operated as very much along these lines.

During the Summer school term, a written examination was taken by those interested boys between the ages of 15 and 17 years, there were some 30 to 40 who had applied. From the results of the exam, a short list was drawn up and a number of boys were called for interview. There were 10 places available.

The apprenticeship period was from the entry age until the apprentice was 21. So one got sacked when reaching the age of majority and it follows that the younger ones had the longer apprenticeship.

Certain rules had to be observed:

1. One was expected to observe reasonable conduct while within the Royal Aircraft Establishment. (No fighting).
2. Marriage was not permitted. **The penalty was dismissal.**
3. One "clocked on" in the morning and one hour was allowed for lunch when one "clocked out", the same procedure followed for the afternoon. If one was a minute late, a quarter of an hours pay was deducted from pay. Dismissal occurred if bad time keeping persisted. The pay was approximately 5 shillings per week for the first year, rising by 5 shilling increments each year.
4. Once a year your work was assessed and a 'merit' rise of 1 to 2 shillings per week was granted if one was above average.
5. Night class was obligatory. Attendance was at the County Night School.
6. Apprentices attended one morning and one afternoon per week at the RAE School that was under the direction of Mr. J.F. Gunn.

On the day of entry, apprentices reported at the Main gate at 09.00 , were medically examined and passed on to the Employment Department where one was formerly employed by the RAE.

The ten were split into two groups of five. One group went to the Drawing Offices whilst the other group went to the Training (Trog) Shop.

The two groups came together twice a week at the RAE school. Our curriculum being directed towards current engineering and scientific qualifications.

The ten successful boys of 1926 came from the following schools: Aldershot County High, Farnham Grammar, Farnborough Junior Technical, Guildford Grammar and Wokingham Grammar.

The office boys were general factotums for the draughtsmen and their tasks included taking drawings and information to all parts of the Establishment and the geography of the place was soon learnt.

Work in the Drawing Office entailed getting to know D.O. compositions, Designers, Detail Draughtsmen, Checkers, Stress Section, Modification Section and a lot of useful information rubbed off. The office boy was a lad responsible for keeping the office stationery available. This was quite a complicated exercise for a recent schoolboy. The office boy was NOT called upon to make the tea!

After approximately 6 months the 5 in the Drawing Offices changed over with those in the Training shop when a weeks overlap took place.

The Supervisor of the Training Shop was a Mr. J. Rennie, a Scotsman (old Jim). He must have been all of 40 to 45. A helpful and kindly man but he stood no nonsense.

In 1926 'Digger' Armstrong was a journeyman in the Aero Repair Department (FIE).

Mr. Rennie had an assistant, one Mr. Birch (Ginger). He presided over the lathe as far as we were concerned but did special work from the main fitting shop in which experienced apprentices assisted him.

The Training Shop was situated in the main fitting shop (SI) but separated from it, a very satisfactory

arrangement, particularly for new apprentices settling down. Each apprentice was assigned a place on a bench with a vice, a set of files etc. and 6 metal tickets which were used to obtain more delicate tools from Mr. Rennie.

The new intake set to work to make a set of measuring equipment that started with 'inside calipers' and finished with a scribing block and a hand vice; emery cloth was not allowed and polished surfaces were produced by 'draw filing'. These tools took about 6 months to make.

Wooden aircraft were still in vogue in 1926 and the last task was 'wiring plates' which involved fabricating complicated items from metal sheets that were incorporated in wooden aircraft structures for the attachment of bracing wires.

At this stage apprentices were drafted to ordinary workshops, e.g. machine, fitting, instrument, aircraft repair etc.

The last 15 months to 2 years of an apprentices time was spent in a Department chosen by the apprentice, that in which he hoped to make his career, and on his 21st birthday he virtually 'got the sack' and he was presented with his Certificate of Apprenticeship.

The Departments available were: Drawing Office, Structures, Radio, Air Photography.

Or as an unproven in: Fitting Shop, Machine Shop, Instrument Shop, Carpenters and Power House.

And so we went out into the Aircraft Industry.

Write Now!

There has never been a better time to share your ideas, experiences or concerns with other members by writing an article for

The CHRONIC.

Please send your article to the Secretary or fax it to 01252 333142. If you wish to discuss your article contact the Editor on 01252 312534.

Ron's story reminded me of a verse written by Digger which appears in the front of the 1910 to 1960 Apprentice Record Book and was presumably penned around 1950.

**We were trained by the men who knew
Cody, De H, Clarke and Busk,
And in the early days of flying we struggled
from daylight to dusk,
To get earthbound men skywards
in devices although very crude
Contained all the basic ingredients
for the mighty aeronautical prelude
Since those early beginnings it's an honour,
and a privilege to be
RAE Apprentices like the other one thousand,
and me.**

"Dig"

Perhaps a fitting epitaph to the RAE Apprenticeship!

Fire at the Hostel

From an undisclosed source.

One evening, as I was dropping off to sleep, I became aware of a rustling and scratching outside my door. Gradually, the room became full of beautiful shimmering light, of many colours and shades.

Was I dreaming, or had I died after a particularly nasty Thermo practical and was entering heaven? (I thought the latter highly unlikely after what I had done to John and Pat).

Eventually, I realized that someone had poured meths' under my door and ignited it. I was seeing the flames licking over the lino. I quickly jumped out of bed and threw a glass of water over the burning liquid which made it far worse!

Finally, I managed to put it out by throwing my duffle coat over it and went back to a troubled sleep.

Jock – you never did buy me a new duffle coat !

LOST CONTACTS

A plea from the Secretary.

Do you know of any ex apprentices who are not aware of the Apprentice Association. If so, please would you either get them to contact me on 01252 312534 or write to me at Rivenoak, Horseshoe Lane, Ash Vale, Surrey. GU12 5LL. I can be faxed on 01252 333142.

The First (and probably the last) Test Flight by an Apprentice.

By Ken W. Harvey 1933 - 1937

One of the most exciting days of my life took place during the autumn of 1937. I had almost completed my apprenticeship, while being indoctrinated into the working of the Automatic Pilot "George" by the design engineers in the Scientific Instrument Dept.

One morning I was summoned before the chief engineer who asked me if I would like to go up on a "test flight" with "George". I couldn't believe my luck as no apprentice had been offered the opportunity before. But first I had to get permission from the Senior Master in the Apprentice School (Mr. Ben Gunn) who in turn approached my father.

A few days later there I was walking out onto the airfield with my instructor, and the pilot of the Fairey Swordfish in which we were to fly. I was helped up into the rear cockpit, and shown how to store my parachute in the rack provided.

As soon as we became airborne the pilot set course for the South coast and handed the controls over to the Automatic Pilot.

Before long we were circling the Isle of Wight still under "George's" control, until the engineer operated the attitude control which signalled the aileron unit to change course and turn the aircraft back towards Farnborough.

Unfortunately, as we crossed over the South Downs, we ran into thick fog and lost sight of our landmarks.

A lot of our younger readers will question why reflected radio waves could not have been used to detect our position. The fact being that "Radar" was only in its development stage in 1937.

This being the situation our pilot was forced to switch "George" off, and take over manual control. He shouted to us via the intercom "look out for the RAE." Then, thinking he saw a large green common, he started to descend, only to find it was fields full of cows.

As he climbed up again he spotted a railway line. "We'll follow that," he shouted, "keep a lookout for Farnborough station."

As we passed over our local station he banked to the left and approached the airfield. It was with considerable relief that I felt the undercarriage touch down and we taxied towards the hangers.

I was in such a state of fear that as I made to climb out of the cockpit, instead of picking up my parachute by the lifting handle, I grabbed hold of the ripcord and in no time we were smothered in white silk.

Our pilot was scathing in his comments and I was punished for my carelessness by being made to sit for an hour or more in the balloon shed, while the ladies laid out and repacked the parachute in its case.

It was not long after this incident that I left the RAE and travelled up to Manchester, where I joined Metropolitan Vickers in a supervisory capacity over a group of some thirty girls, who were employed in the mass production of the same Automatic Pilots which had been designed at the RAE.

The Air Ministry gave an order for 3,750 units to be delivered to the RAF for use in bombers.

Such was the accuracy required in making this ingenious device that twenty five sets a week was the output during 1940, but by 1943 this rose to 75 per week.

It was with great pride that I was associated with producing these units throughout the war. But I never found out whether I was the first – and last-apprentice to participate in trial flights with "George".

Ken Harvey

Any similar articles or contributions on your experiences at the RAE would be gratefully received for the next or future editions of the Chronic.

RAE's place in the story of jet research.

The following article appeared in the Aldershot News from Richard Dennis (1942) in pursuit of his next book.

MY RECENT book entitled "Farnborough's Caterpillars" has been well received by many people with an interest in the early days at RAE Farnborough.

This has encouraged me to prepare a follow on book, "Farnborough's Jets", which is an account of early jet engine research and flight tests at Farnborough covering the approximate period 1926 – 1960.

It put on record the RAE and NGTE achievements during this vital period of development. I am being greatly helped by a number of Farnborough and Pyestock enthusiasts with jet research background material. However, to add to the book's interest I wish to include anecdotes.

I appeal to any ex apprentices who can recall anecdotes of the early days of jet engines at Farnborough (in flight or testbeds) or who have any information or photographs on RAE and NGTE Pyestock early jet engine research activities.

Photographs will be copied and returned and full acknowledgement will be made in the book of all help received.

Please send any material to my publisher at Footmark Publications, 12 The Bourne, Fleet, Hants GU13 9TL. – **Richard Dennis, Fleet.**

"Farnborough's Caterpillars" –

AN ACCOUNT OF RESEARCH FLYING AND PARACHUTE ESCAPES AT THE ROYAL AIRCRAFT ESTABLISHMENT @ £4.95 plus p&p. Please contact Bob Rose, at the above address for your copy.

ISBN 0 9515738 8 8 Farnborough's Caterpillars

Does anybody know of other titles which may be of interest to our readers particularly if written by Ex Apprentices. Please pass any details to the Secretary.

Another publication which many of you will have heard about via the Association, is from the pen of Peter J. Cooper AMRAeS, an Aircraft Apprentice from 1963 – 1968 and is titled,

Forever Farnborough Flying the Limits 1904 - 1996

This book concerns itself with the history of flying and aircraft research undertaken at Farnborough. Copies of this publication are available from the Secretary. The cost is £21.00 plus £2.00 p & p (Overseas – p & p is £3.50). On every copy sold £1.00 will be donated to the Association.

Requests, with cheques payable to RAE Ex - Apprentices Association please.

'Blue Streak'

Peter Milne writes that an article appeared in his local paper in Northumberland about the old 'Blue Streak' rocket engine test facility at Spadeadam. This base was set up in 1958 as Britain's nuclear missile development plant and is now operated by the RAF as an electronics warfare tactics range.

Any apprentice who was involved with 'Blue Streak' may be interested to learn that there are two videos, each of three hours, containing hitherto unseen footage of B.S. project engineers at work at Spadeadam and Woomera.

Copies of the videos are £14.95 each obtainable from Visionscan Tel. No. 015396 21397.

Another chap has written a full-scale history of the project which is available at a cost of £12.00 from Mr. Hancock Tel. No. 01228 526872.

Thankyou to Peter for this information.

Diary date to remember

The Millenium and 90th Anniversary reunion is to be held on either the 2^d or the 9th September 2000.

The venue has yet to be decided, much will depend on the result of FASTs bid for buildings on the old factory site. If one of these buildings are available to us it would make a truly nostalgic evening.

The Last of the Trade Lads!

In 1943, forty 'boys' took up the offer of apprenticeships. All were local, except six, and in most cases all had some association with the RAE i.e. – relations or friends worked there.

This turned out to be the year of change because the Trade Lads School, under headmaster Mr. Gunn (Ben), then became the RAE Technical School in 1944, with a new Principal, Dr R D Peggs MA Oxon. These boys, together with nine from the 1942 entry, all took the same course during the first year in two groups, and were then classified as either Craft (City and Guilds), Craft (ONC Mech Scheme B) or Engineering Apprentices (ONC Mech Scheme A plus ONC Elect).

After their first three years, in 1946, some Craft were upgraded to Engineering, and some Engineering upgraded to a new category called Technical Apprentices.

By the end of their five year terms in 1948, out of these forty, twenty nine received RAE Certificates of Apprenticeship, and nine received RAE Diploma in Engineering. Twenty four obtained Higher National Certificates in Mechanical Engineering, nine obtained HNCs in Production Engineering and ten obtained the Final Full Technological Certificate in Machine Shop Engineering of the City and Guilds Institute.

The icing on the cake was the awarding of five Post-graduate Bursarships by the Southern Branches of the Institutions of Mechanical and Electrical Engineers.

Another claim to fame was in soccer. A team from this group won the Bishop Cup, the RAE inter-departmental competition, in 1947. This was one of the very few times that an all apprentice team were successful in this annual event – encouraged by 'Digger' of course!

Fifty years on, in September 1993, twenty three of these 'lads' came to a reunion, in Aldershot, and only another nine who were still alive could not attend.

All are spread widely around the globe, featuring 3 in Australia, 3 in Canada and 1 in USA. The rest are, as they say.....'Somewhere in England'.

Sadly, but perhaps surprisingly, only eight have gone to the great 'A' Shed in the Sky!

The 1943 intake manages to keep in touch with each other through their own newsletter.

The contact is Geoff Hiscott Tel No 01252 320559

Millenium Reunion – September 2000

Looking for a Holiday in Ireland?

In County Cork

If you are looking for a self-catering holiday in Southern Ireland then why not visit The Coach House in Terrysland, Carrigtwohill. This all year round accommodation is run by Margaret and Arthur Huff.

Many of you will remember Arthur as an Ex 1957-62 apprentice and Margaret from one of the designs offices. (Sorry Margaret, I cannot remember which one.)

The Coach House boasts many local amenities to suit all tastes, from golf, fishing, horse riding, beaches, shopping, heritage centres, besides plenty of restaurants and traditional Irish pubs. It is situated some 12Km from Cork city and 16Km from Cork airport with the ferry ports of Cork and Rosslare within an easy drive.

If you would like to know more about holidays with Margaret and Arthur please telephone or fax on 00 21 883088.

For Sale!

We now have in stock :

Apprentice Association Ties at £3.85 each + p&p
RAE Technical College Ties at £5.50 each + p&p
(covering the period 1947 –1960)

Post and packing charges are:

UK at 50p, Europe at 90p, North America at £1.40 and Australasia at £1.50.

Cheques made payable to RAE Ex Apprentices Association to the Secretary please.

We can also obtain **RAE Technical College flannel scarves** and **blazer badges** subject to a minimum order of 12 each.

The price for a 10in wide x 60in long scarf will be £15.50 + p&p and for a hand embroidered cloth badge will be £7.50 + p&p.

Please write to the Secretary if you wish to reserve either item.

Heraldic Wall Shields - RAE Heraldic Wall Shields on either a light, medium or dark wood base are available at £29.55 each + p&p.

Were you there?

This photograph was sent in by Peter Stevens

Back row: Scivier, Norris, Unknown. Centre row: Unknown, Yeomans, MacClean. Front row: Robinson, Martin, Gibbs, Stevens, Boswell.

This was the winning team in the interdepartmental competition for 1940 and the photograph was taken immediately after the cup had been presented by the Director. The football pitch was inside RAE and in the background is the galvanised sheeting forming the RAE fence. On the other side of the fence was the passageway leading from Farnborough Road to Rafborough. The sports field was commandeered during the war so that the High Speed Wind Tunnel could be built on the ground. The new field was at Frimley, now a Retail Park. In the war the competition was suspended because the new field was too far away and, of course, after the war it did not reappear. Does anybody know what happened to the cup?

Evil doings at the Hostel

Do you remember how we were always playing tricks upon each other? One day John and Pat had perpetrated an outrage on me (I can't remember what) so I planned revenge.

I waited until midnight, when all were asleep, and crept along to 'A' block where they shared a room. With my skeleton key I unlocked their door and quietly removed the light bulbs above their beds. I then reset their alarm clock to 3am and, after relocking their door, returned to my room.

Next morning, at breakfast, they were somewhat angry over what had happened. I feigned innocence and they never did know who had caused them to get up in the middle of the night.

SAWDUST (Name and address withheld to protect the guilty party).

Sir James Lighthill

Sir James Lighthill as Director of RAE from 1959 to 1964 who died while attempting to swim around the island of Sark on 17th July 1998, a feat that he had accomplished on a number of occasions. Whilst at Farnborough he worked on such futuristic projects as the inverted V wing hypersonic aircraft, the development of early communications satellites and the feasibility of using high altitude aircraft as a launch platform for spacecraft.

Do you Remember.....?

(from Brian Taylor)

...the Entrance Exam held at the Apprentice Hostel e.g. How much does a double decker bus weigh?

...signing the Apprentice papers at the Canteen with your parents

...the Training Shop behind the RAE College with the odd chuck key from a lathe hitting the ceiling

...the other Training Shop, fitting and tin bashing, near the Ejector Seat tester

...the RAE College lecturers Asbury, Roddrick, Downs etc.

...queuing for your pay at the College, in clock numbers

...your first pay packet, mine was £2-2s-6d

...the two cinemas in Farnborough, the Rex and the Scala

...wearing hats for Rag Week, pith helmets, top hats, fez etc.

...the small Apprentice Office at the end of Q2, Bill Parsons used to work there

Do You Remember the Hostel Days.....?

...making your bed so you didn't have to pay
...Joe's Café and those lovely meat pies
...the cars that were put on the Hostel roof
...the b..... who took all the spoons from the dining hall (you try to eat cornflakes with a knife)
...and the b..... who removed one leg from each table
...the women that were smuggled into the Hostel for the night
...Rag Balls – Temperance Seven, Chris Farlow etc.
...during Rag Week the pram race that visited many pubs
...the nights at the Queens

MILLENIUM and 90th ANNIVERSARY REUNION CELEBRATION

Our next reunion will be held in the year 2000, firstly to celebrate the 90th anniversary of the 1st apprentice intake, which was recorded in 1910, as well as celebrating the millenium year. As you will have noted in the article 'Target for 2000' our aim is to bring together 2000 ex-apprentices, perhaps a bit unrealistic!. However it is possible to reach a thousand ex-apprentices plus their guests to reach the magical 2000 number.

The date will be either the 2^d or the 9^h of September, this does not clash with the Airshow since that is being held in July, and is the nearest date for those ex's of the 1950 intake who wish to participate with a mini celebration on reaching their 50th anniversary, almost to the day.

For the first time at any of our reunions, the committee have decided " to test the water " by allowing each apprentice to bring a guest. In many ways this will help our lady apprentices to fully participate in the reunion without feeling that it is " an old boys do". It will also provide many of our partners the chance to socialize with their contemporaries of the period.

As for our venue for the evening, the first choice, if possible, will be to hold the celebration within the old factory site perhaps the 24ft Wind Tunnel or 33 Dept – Machine Shop building, we await the outcome of the FAST discussions. We would almost be celebrating one hundred years of "the factory site" as well.

The second choice would be to opt for a large entertainment centre such as the Lakeside Country Club facility at Frimley Green. Better known as Bob Potter's club. It has also been suggested that a large marquee could be used. Rushmoor Council have in fact mooted this idea for clubs and societies to hold millenium functions on somewhere like the Queens Parade, we await further developments and the next Chronic will tell all !.

The general tenor of the evening will be of a very social atmosphere where all exs can celebrate in small to large year groups or decades if that is their wish. A buffet supper will be provided and speeches held to the absolute minimum. Our own ex- apprentice led band called Otis B Driftwood Trio and friends, under the able leadership of Geoff Hiscott Jnr. 1965 - 69 will provide the music and entertainment appropriate to the evening.

Lady Ex -Apprentices – where are you?
Please will members help me to locate any of our lady ex-apprentices who appear reluctant to come forward.
Contact the Secretary.

Acknowledgements:

My sincere thanks to everybody who has contributed material for publication in this newsletter, it would not exist without you all. Special thanks are due to Judith Fields for all her help with lists, labels and 'troubleshooting' during the preparation work, and to David Brand, MD of Advanced Micro Devices, Frimley, for donating the K6 PC.

Bruce Legg – Secretary

Additional copies of 'Chronic' are available from the Secretary at £1.00 per copy (including postage).