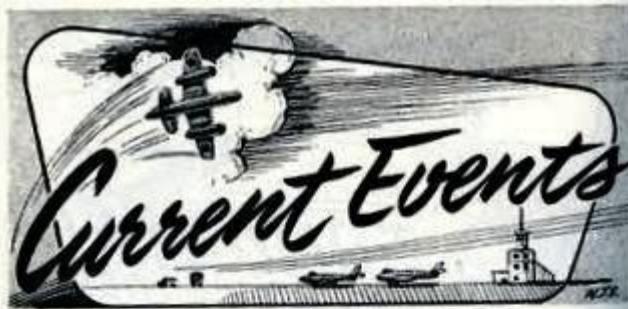


The Haltonian Magazine

62 Edition

June 1952

(Scroll down)



PRESENTATION OF THE COLOUR BY HER MAJESTY THE QUEEN

First of all we are very pleased to be able to say that the Queen's Colour will be presented to No. 1 School of Technical Training by Her Majesty personally. The approved time is the morning of 25th July, 1952, and the 63rd Entry will provide the Escort Squadron.

It is understood that all Old Haltonians are being invited via Commands to attend this ceremony, and it is hoped that as many as possible will come.

The next issue of "The Halton Magazine," to appear as early in September as possible, will record this auspicious event in full.

* * * *

CHANGE OF COMMAND AT HALTON

Air Commodore J. G. Elton, C.B.E., D.F.C., A.F.C., until February Commandant No. 1 School of Technical Training and Station Commander Royal Air Force Halton, has now been appointed Air Attache in Paris, in which post he carries our best wishes for his future career.

In his place we are happy to welcome Air Commodore J. G. W. Weston, C.B., O.B.E., who was till February Director of Policy (Air Staff) at the Air Ministry. Air Commodore Weston was educated at Cranbrook School, Kent, and the Royal Air Force College, Cranwell, from which he was commissioned in 1928. His work during the war was chiefly in connection with Signals, and it was for this that he was awarded the O.B.E. in 1942 and appointed C.B. in 1947.

With him we welcome Mrs. Weston who has recently taken up residence in Beacon Hill House.

WELCOME

In extending a hearty welcome to the 71st Entry, we are indeed glad to see more friends from overseas amongst them. For in this entry there are representatives from Pakistan, New Zealand, Ceylon, and Southern Rhodesia. In this connection it is of interest to note that with the 63rd Entry will shortly graduate the first Pakistanis to complete the course at Halton. Members of Dominion and foreign Air Forces will continue to arrive in future entries. All apprentices, whether from home or overseas, are eligible for the award of the Air Ministry prize presented to each Entry.

FAREWELL

The full account of the Graduation Ceremony attending the departure of the 62nd Entry will be found elsewhere. In this place, it is only necessary to wish them the best of good fortune in their postings. May they take with them pleasant memories of their time here, and keep in touch with us through the medium of the Old Haltonians' Section. Particular congratulations are due to F/S/A/A MacKenzie and S/A/A Brine of this Entry who are to go as Cadets to Cranwell and Henlow respectively. In our next issue we are starting a feature called "Cranwell Notes" which will deal with the activities and achievements of Old Haltonians at the R.A.F. College. The Secretary would be glad to have a volunteer to act as representative at the College.

FAME

Halton is indeed getting its share of the limelight these days. Recently we were actually featured on television. We won't say who was the most photogenic amongst the members of the band appearing but the performance was most creditable. Even Lewis II was impressed, and behaved like a perfect little gentleman.

In fact the bands are in great demand these days. The Halton trumpeters will sound the fanfare at the Queen's Birthday Parade at Uxbridge. It is also expected that they will lead the parade on Empire Youth Sunday in Aylesbury. So if you want to get around, join the Band!

NEW QUALIFICATION OPEN TO APPRENTICES

We find that Apprentice Training can now lead to yet another civilian qualification. In May this year seven apprentice candidates sat for the new City and Guilds of London Institute Examination in Instrument Maintenance, and it is hoped that when the results become available there will be at least one pass with distinction. The examination may be taken at the end of the second year of training and is particularly suitable for those Instrument Fitter Apprentices who are not likely to be candidates for the Ordinary National Certificate.

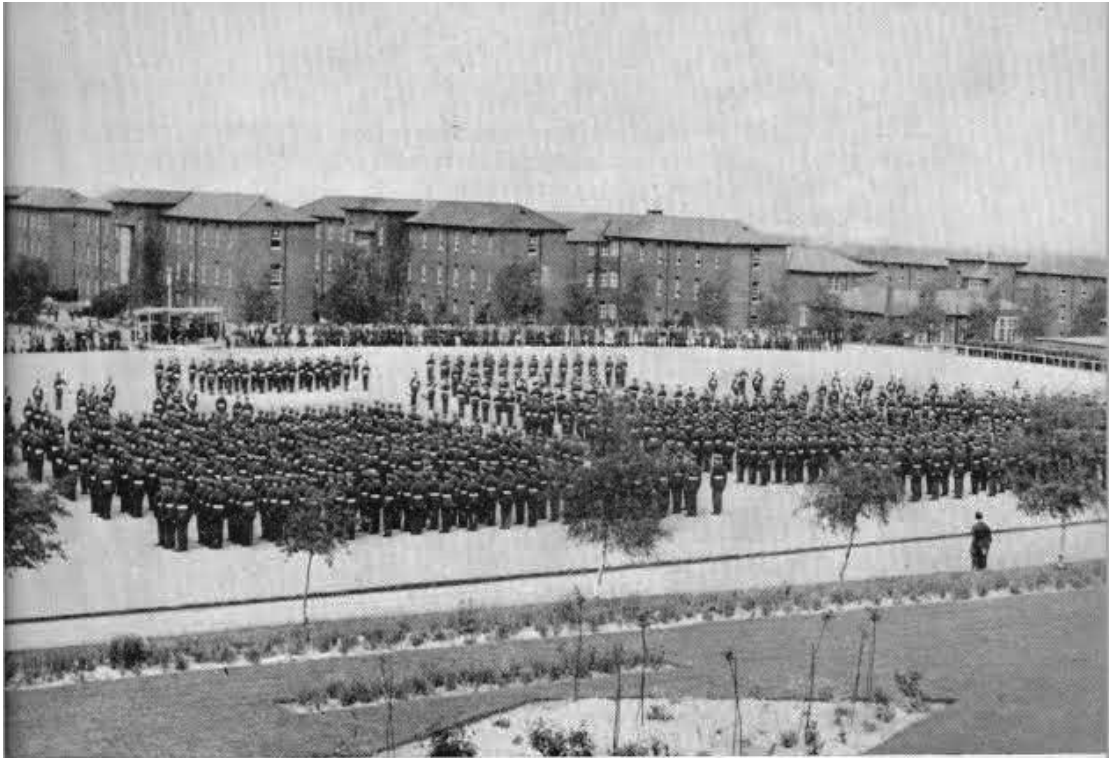
AWARD FOR RESCUE

We were proud to read the following item in "The Western Morning News" of 28th March. Cadet Signaller Jarvis was formerly in the 55th Entry at Halton.

"Cadet Signaller Derek Jarvis, aged 21, of Bevan's Cottages, Lynnmouth, stationed with the R.A.F. at Swanton Morley, Norfolk, was presented with a Royal Humane Society testimonial at Dereham Magistrates' Court yesterday for helping to save the life of a 15-year-old girl.

He was home on short leave last September when he climbed down a 500ft. cliff to help rescue the girl and her mother who were trapped on ledges after their car had swerved off the cliff road and crashed over the edge. He remained on the almost perpendicular cliff face until nearly midnight assisting in the rescue. The mother was fatally injured in the fall but the girl, Janet Chetwood of Perlock, has since recovered.

Mr. H. W. Fox, chairman of the Bench, congratulated Cadet Jarvis on his courage and endurance."



GRADUATION PARADE OF THE 62ND ENTRY

On 27th May, Marshal of the Royal Air Force the Lord Tedder, G.C.B., D.C.L., LL.D., visited Halton to review the 62nd Entry at their Graduation Parade. He was accompanied by Air Marshal Sir John Whitworth Jones, K.C.B., C.B.E., A.O.C.-in-C. Technical Training Command; Air Vice-Marshal R. O. Jones, C.B., A.F.C., A.O.C. No. 24 Group; Air Commodore J. G. W. Weston, C.B., O.B.E., Commandant No. 1 School of Technical Training; Group Captain D. O. Finlay, D.F.C., A.F.C., the Senior Training Officer; and Wing Commander L. D. Dadswell, Officer Commanding No. 1(A) Wing.

After inspecting a Guard of Honour formed from members of the 64th Entry under C/A/A R. A. J. Jones, the Reviewing Officer went to the Henderson Parade Ground where the parade was admirably commanded by F/S/A/A Mackenzie.

Later on, in the Burnett Gymnasium, the Commandant read his report to visiting officers, to the 62nd Entry, and to their friends and parents. After a general description of the working of the apprentice scheme, he showed how only the best apprentices had been finally accepted for graduation.

The 62nd Entry has improved upon its predecessors in the new practical and theoretical examinations in technical subjects, and in the number (52%) whose papers had been sent up for the award of the Ordinary National Certificate. The Instrument Fitters did best overall. The entry also played its part in sport; thirteen of its members have obtained School Colours. On the whole the Entry is extremely sound rather than brilliant.

he addressed the graduating entry. His remarks, he said, would be directed to them alone. He thought that the parade which he had just seen was good, and although some of the Entry had failed to pass out, this was bound to be so if Royal Air Force was to maintain its standards. The apprentices of the Entry were themselves the best judges of how well they had done. Only two of the Entry had gained Cadetships, and only one was going to get his wings at present, but this did not mean that others would not eventually find themselves on the flying side. "Those wings," said Lord Tedder, "are the most precious things in the Service; they have a standing, not only in the Service, but in the world, which is unique."

The people who won the wings, however, were not in a class by themselves, continued Lord Tedder; they were members of a team which was the Royal Air Force as a whole, and it was the weakest member who set the standard of the whole team. "I am sure," he said, "that you have had it emphasised to you during your training that there is a personal responsibility for the lives of every aircrew which runs right down through the Service, through every trade and every rank. The fitter in the squadron has a full share of this responsibility for the lives of crews who go up in the aircraft which he has been servicing, equally the



Flight Sergeant (retd.) Lewis I



fitter in the repair depot, the store-keeper who issues the equipment, even the cook who perhaps produces a bad meal and gives the crew indigestion" (laughter).

Whatever their particular jobs once they had this uniform of ours on, whatever their rank or trade, they assumed responsibility for the Air Force as a whole, and that was why the people who wore the wings were not in a class by themselves. "The Air Force," Lord Tedder continued, "has no place for rank or trade snobbery. We are all in it and we all depend on each other."

We were all aware of the vital part played by the Royal Air Force in the last war. In peace-time, the training organisation was the most vital part of the work of the Service. This was a tremendous responsibility which rested on our shoulders. The Entry was not to be too depressed because it had not achieved an exceptionally high standard. Some of the best people, he thought, were those who developed slowly, both in the Service and in life as a whole.

The Commandant had referred in his report to the fact that, at Halton, we had under training apprentices from the British Commonwealth. Lord Tedder's experience in various parts of the world during the last fifteen or twenty years had been that amongst airmen of all nationalities there was a natural comradeship which he had not seen in any other field. The Air Force in this respect was setting an example to the rest of the world. Its members had their responsibility not only to their own aircrews, and to the Royal Air Force, but also to their nation and to our civilisation.



"62nd Entry ready for inspection, Sir!"



62nd Entry Sergeant Apprentices

CADETSHIPS

General Duties Cadetship:—
Technical Cadetship:—

F/S/A/A C. A. MACKENZIE
S/A/A K. C. BRINE

PRIZES

Crebbin Robinson Cup:—For Trade Standards Practical Fitting Test
Elliott Memorial Prize:—Presented by the Royal Aeronautical Society for the highest marks in English and General Studies

A/A P. J. MIDLANE

A/A G. T. BEDGGOOD

Monsignor Beauchamp Memorial
Prize:—For the best all round
apprentice

F/S/A/A C. A. MACKENZIE

AIR MINISTRY PRIZES

Highest in Order of Merit—All Subjects

S/A/A K. C. BRINE

General Service Efficiency

S/A/A I. G. HILTON

Highest in Order of Merit—Educational Subjects

S/A/A K. C. BRINE

Highest Average Marks — Practical Fitting

A/A P. J. MIDLANE

Highest Marks in each Individual Trade:—

Airframe Fitter

A/A A. W. ELSEGOOD

Armament Fitter

A/A K. J. HOBBS

Electrical Fitter (Air)

L/A/A P. M. GOODWIN

Electrical Fitter (Ground)

C/A/A I. E. SINCLAIR-DAY

Engine Fitter (Servicing)

C/A/A A. R. CONWAY

Instrument Fitter (Navigation)

L/A/A S. HAZZARD

Instrument Fitter (General)

C/A/A G. R. ASPINALL



Prizewinners of 62nd Entry

62nd ENTRY POSTING LIST (IN ORDER OF MERIT)

Name	School	Posting
Brine, K. C.	Portsmouth Tec.	Tangmere
Conway, A. R.	Plymouth College	St. Athan
Hazzard, S.	Brookenhurst County H.	Horsham St. Faith
Pinnington, L. A.	Portsmouth Tec.	St. Athan
Good, C. R.	Oak Grove H.S., India	St. Athan
Gooding, J.	Luton G.S.	Basingbourne
Elsegood, A. W.	Gillingham C.G.S	Lyneham
Bedgood, G. T.	John Ruskin G.S.	Abingdon
Sinclair-Day, I. E.	Lucknow Sec., India	Benson
Hilton, I. G.	Gillingham C.G.S.	St. Athan
Mackenzie, C. A.	Loughborough Com.	Cadetship
Paxton, P. H.	Berwickshire H.S.	Leconfield
Aspinall, G. R.	Margaret Col., L'pool.	Church Fenton
Scaife, J.	Chesterfield G.S.	Manby
Aspin, P. D.	Bristol Tec.	St. Athan
Goodwin, P. M.	Tunbridge Wells Sec.	Thorney Island

Name	School	Posting
Haskett, D. S.	Portsmouth Tec.	St. Athan
Gibbins, D. E.	Plymouth Tec.	Manby
McLaren, A. A.	Kircaldy H.S., Fife	Church Fenton
Allen, P. J.	Wandsworth Tec.	Lyneham
Cutter, T.	Midhurst G.S., Surrey	Aldergrove
Doe, P. F.	Prince of Wales Sec.	Abingdon
Delargey, C.	Canterbury Tec.	Scampton
Young, D. W.	Guildford Jr. Tec.	St. Athan
Carr, M. O.	Burnage G.S., Yorks.	Manby
Heafield, G. C.	Chesterfield G.S.	Manby
Bruce, S.	Breadalbane Acad., Perth	Kinloss
Stanning, P.	Kings School, Sotteryth Devon	Manby
Prouse, L. R. J.	Plymouth Tec.	St. Athan
Harris, E.	Elementary	Lyneham
Anstee, J. M.	Portsmouth Tec.	Aldergrove
Gulvin, P. C.	Old Haleary Sec., Herts.	Stradishall
Twin, G. F.	Chichester High G.S.	Bassingbourne
Lawrence, K. J.	Luton Tec	Benson
Kingston, J. F.	Various Grammar S.	Benson
Livingstone, N. R.	Willesden Tec.	Topcliffe
Leach, R.	Fareham Sec.	Thorney Island
Midlane, P. J.	Western Sec. Mod., S'hmtn.	Thorney Island
Rodgers, J. R.	South Haling Primary	St. Athan
Sparrow, D. J.	Kingsbury Sec.	Upwood
Morrison, W. M.	Ramsey G.S., Perth	St. Athan
Pugh, R. A.	Rockferry H.S., Cheshire	Church Fenton
Whitfield, I. J.	Taunton Public School	St. Athan
Jaggers, P. L.	S.W. Essex Tec.	Linton-on-Ouse
Cawkwell, H. E.	Burnley G.S.	Topcliffe
McFarlane, D. M.	Devonport H.G.S	Lyneham
Roberts, W.	Barmouth G.S., N. Wales	Shawbury
Murley, R. N.	Cornwall Tec.	St. Athan
Rawe, G.	Felixstowe Cy. Mod.	St. Athan
Jones, R. S. M.	Dunfermline H.S.	Aldergrove
Kennard, D. W.	Qu. Elizabeth, Barnet	St. Athan
Ellis, B. G.	Pickering Sec., Yorks.	Church Fenton
Watts, R. D.	Poole G.S., Dorset.	Lyneham
Thomas, P. M. H	Kings Col., Taunton	Pembroke Dock
Weedon, R. K.	Portsmouth Tec.	St. Athan
Partington, J. J.	Plymton G.S.	St. Athan
Fallace, T. M.	Peter Symons G S., Hants	Benson
Edwards, D. P.	Headlands G.S., Wilts.	Horsham St Faith
Pritchard, J. R.	Salford Sec., Lancs.	St. Athan
Wharton, B.	Devonport H.G.S.	St. Athan
Stewart, I. G. M.	Bisley Sec.	St. Athan
McCosh, T. F.	Lindsay H.S.	St. Athan
Blackwell, K.	Alun G.S., Moid.	Waddington
Wilds, P. J.	Portsmouth G.S.	Tangmere
Buckle, J. L.	Appleby G.S., W'morlnd.	St. Eval
Keegan, J. D.	North Kensington Sec.	St. Athan
Lacey, W. H.	Halesowen Tec	Coltishall
Dixon, M. H.	Wintringham G.S., Lincs.	St. Athan
Cockell, B. S.	Sheerness Tec.	H.Q. (U) 3 Group
Hall, A. R.	Newton Abbott G.S.	Benson
Rowland, C. D.	Twickenham Tec.	St. Athan
Denholme, J.	Inverness Royal Acad.	Kinloss
Lewis, J. C.	Luton Tec.	Stradishall
Kane, D.	King Edward VI G.S.	Pembroke Dock
Hobbs, M. A. G.	Sheerness Tec.	Aldergrove
Cox, D.	Laxton G.S., Northants.	Binbrooke
Hutt, D. J.	Sutton H.S.	Linton-on-Ouse
Bancroft, R.	The Blue Wells G.S., Glous.	Lyneham
Hobbs, K. J.	St. David Private S., Oxford	Manby
Prout, A. E.	Plymouth Tec.	Dishforth
Newport, G. D.	Harrogate Jr. Tec.	Leconfield

62nd ENTRY VISITS

THE CENTRAL GUNNERY SCHOOL, LEACONFIELD

We departed at our leisure from the Squadron Lines, not at this stage with any feeling of excited anticipation but with a natural relief to be leaving the eternal routine for three days. The familiar journey to London from Wendover was peculiar only in that we were allowed transport to the Station, a generous parting gesture. The continuation of our travels via Hull provided sufficient breathing space to allow rapid consumption of the travelling rations, about which the less said the better.

On our arrival in Hull and during the subsequent journeys by rail to Beverley and by road to the camp, the weather had closed down to a visibility of approximately three hundred yards. The weather reports were not favourable and this depressing Northern mist stopped all flying and also altered the timetable of our tour. As Shrove Tuesday came to a close, ten adventurers having well feasted and familiarised themselves with the Camp Orders and Bounds, retired for the night.

The following morning, after walking two hundred yards to perform our ablutions, consumed an excellent breakfast and gathered at the Armoury, we were in turn horrified by the working hours, amazed at the efficiency and doubtful of our own capabilities. Our notebooks would have been strangely out of place in the Servicing Bay and Rocket Shed. In the Bomb Dump, the A.P.'s were conspicuous by their absence, in spite of which they did the job quickly and efficiently as shown by the records kept, peculiar to the trade.

After a humorous argument on harmonization between our guide, Flt.Lt. Hathaway, and our turret expert, Snr.Tech. Vernon, we were given the freedom of the Turret Bay. We critically noted several sensible innovations in servicing and aircrew initial training equipment, and spoke to several ex-apprentices from whom we extracted information about the neighbouring countryside. After tea and during the evening we made full use of the information gleaned from the ex-brats and passed a very enjoyable evening in Waverley.

On the last morning at Leaconfield we hoped the weather would lift to allow a demonstration of air to sea firing by jet aircraft with rockets and cannon. It would have been an impressive display but we compromised by firing four 3in. Motor Rockets in single and salvo. To those who have never had this experience, imagine the scenery. We were on a mist-enclosed island, half raised land and half dull cold sea. A biting wind and suddenly a hoarse shout 'Ready?'—the inaudible reply—a long lean shape motionless, a sharp crack, a hiss like escaping steam and a blur disappearing into the oblivion of the mist.

When we returned to the Armoury eventually, after encountering and repairing a puncture, our instructors, Snr.Tech. Vernon and Philpott, expressed our gratitude and debt to the personnel of the Gunnery School who had taken us out of our Schoolroom for three days and shown us our future clearly in focus for perhaps the first time.

In signing off this diary of our expedition we would say this, that the success of it can only be attributed to Sqn.Ldr. A. J. Akhurst with the co-operation of Flt.Lts. Hathaway and Howard, who shrewdly placed their fingers on the greatest gap in apprentice training, namely the bridge between Halton and the Royal Air Force.



The Visiting Party at the Central Gunnery School

DE HAVILLAND'S

Our party arrived at De Havilland's at about 10 a.m. and was divided into two groups. One group was to start with the main assembly line and then visit the foundry, plastics shop and various other individual shops and hangars. The second party was to cover the same ground but in the reverse direction.

Once inside the main assembly shop we were faced with what at first appeared to be a hangar full of different aircraft, Comets, Herons, Vampires and Venom Night Fighters. All were in various stages of construction. We had imagined a straight and orderly line of aircraft progressing from a skeleton framework at one end to the completed job at the other. Instead there appeared to be no apparent logical sequence of operations. We soon saw that this did not impair the efficiency of the system or the quality and quantity of aircraft turned out.

From the assembly shop we went to the foundry, which, when in full operation, is a most terrifying and deafening place. Huge steam, hydraulic and electric hammers, presses and cutters, add their particular notes to the confused uproar. Nearby was an enormous tank full of reddish sand used for the casting of moulds which would be later used by the presses. Another interesting piece of equipment was the rivet making machine. Solid Aluminium wire was fed into one end, and two hundred rivets a minute were delivered at the other end.

After a very enjoyable lunch we visited the main carpentry shop. This shop is concerned with the making of wooden jigs, formers and templates of all shapes and sizes for future use in the making of items in light alloys.

Next we went by coach to the other side of the aerodrome and saw new engines, both jet and piston, being tested in wind-tunnels and laboratories. Here the engines are seen through thick glass panels and extensive data and records are taken. While on this side of the aerodrome we were shown the construction and testing shop and saw the many ways in which a propeller blade can be manufactured. On our way back to the Senior Staff Mess we inspected several aircraft standing on the tarmac.

DH 110, Beaver, Chipmunk, Dave, and an Ambassador, the sole purpose of which was to test experimental propellers. After tea we returned to Halton having had an enjoyable and edifying day.

THE ROLLS ROYCE AERO ENGINE ESTABLISHMENT AT DERBY, 6th MARCH, 1952

On March 6th, a party of apprentices from the 62nd Entry, 1 Wing, visited the Rolls Royce Aero Engine Establishment at Derby. On arrival at the works we were welcomed by one of the Staff who introduced us to ex-Group Captain Stokes, a former test-pilot of the Rolls Royce firm. He outlined the programme we were to follow and hoped we should benefit from the knowledge gained.

After some refreshment our party travelled to another part of Derby and visited the Testing and Developing Department. This plant is usually very high up on the secret list. Here our party was divided into two sections, each section having a member of the staff as a guide. The whole plant was concerned with the development of jet propulsion components. Tests of all types were being carried out to find if extra power efficiency could be obtained from the completed engine. We noted the large machines needed to supply air for these tests. In one instance two Rolls Royce Eagle engines were coupled to a compressor through a reduction gear. This question of the adequate supply of air is one of Rolls Royce's major problems.

Another department dealt with the running and testing of completed engines. This was a very impressive sight. We noted the different instrument readings and realized how severe these tests are. At one time all the lights were turned off and the engine was illuminated only by the vivid flames from the jet pipe.

After an enjoyable lunch the parties were conducted around the part of the factory which dealt with the assembly and manufacture of Avon, Nene, and Griffon engines. This was a very interesting part of the works, especially to those apprentices who may become Fitter Engine R. & O. From the Assembly Shop, the parties moved into the Machine Shop which contained an enormous number of modern machines, lathes, cutters, millers, and drillers. The forge and heat treatment department also presented a large number of absorbing processes and machines. All these processes are necessary to the production of metals used in the Rolls Royce Engines.

The day ended with a tea provided by the works, and we left Derby very impressed by the organisation of the Rolls Royce Works, the ingenuity of the various processes and tests, and the hospitality of our hosts.

R.A.F., SOUTH CERNEY, 10th MARCH, 1952

We were met by the Station Commander, Group Captain Luce, who spoke for a few minutes about the value of the training given at Halton and told us to carry on the high traditions of No. 1 S. of T.I. when we leave Halton and pass into the R.A.F. outside.

After light refreshments, Wing Commander Osmond, the Senior Technical Officer, explained the functions of the Station as a Flying Training School. Then the party was divided into groups of six and conducted around the unit. We visited Instrument, Electrical, Hydraulic and allied trade sections and were shown the normal work carried out in each. In the Technical Control room, we were shown the Calendar Servicing System. At first sight, the maze of charts seemed very intricate, but explanation showed this was not the case. At a glance of

could see the serviceability state of all aircraft and ground equipment. The W.O. in charge explained that the unit was engaged in an experiment to reduce the number of cases of minor unserviceability.

All fitters worked in the repair hangars and not on the Flights. Minor troubles were sent to the Rectification hangars, and working on the plan that Flight Mechanics are sufficient on the Flights, a remarkable flying time average was maintained. Using Harvards and Percival Prentices, each aircraft flew about three hundred and sixty hours a month.

After a splendid lunch, members were detailed to the various Flights to await their turn for a flight. However, no time was wasted because everyone was given an opportunity to visit Flying Control. Here we were shown in detail the procedure for the clearance of aircraft from the station and the important part taken by radio in this operation.

Flying dual in Percival Prentices, the majority of the party were given exhibitions of aerobatics which they will always remember. We experienced loops, barrel rolls, slow rolls, a roll off the top of loop and stall turns. But this wasn't merely a joy ride, every member of the party was shown the procedure for controls during the aerobatics. Checks before take off and whilst in the air made such a deep impression that the majority easily memorized them.

Speaking on behalf of the party I should like to express our sincere gratitude for a most memorable experience and a well organized visit. Everyone was struck by the warm welcome we received. The fact that the Station Commander and the S.T.O. were ex-apprentices bore testimony to the fact that Halton has its influence far and wide.

THE L.C.I. WORKS, SLOUGH, 11th MARCH, 1952

Our group of 62nd Airframe Fitters which visited the L.C.I. Paint Division Works at Slough was met by the Industrial Sales Control Manager who welcomed us cordially. After a very welcome light snack we were shown the experimental paint mills where research chemists try out new methods and materials. From there we passed through the spraying booths where paints are tested, and whence the completed jobs are sent to the ovens where they are finally hardened. Next we saw the enamelling of electric wires. There we saw just how varnish coating is applied to wire of all gauges. Adjoining this section was the Colour Advisory Department where prospective buyers, local councils and committees are advised about colour schemes to suit their particular requirements. This proved to be a very interesting department, especially the part dealing with the effects of different forms of lighting on various shades of colour.

After this introductory survey we visited the factory sections which manufacture paint. First we saw the paint grinding process where paint is ground down in huge rotating drums to the required viscosity. Then came the refinery where the paint is processed ready for dispatch to its various markets. Finally we saw the manufacture of distemper. Here the powders which make up the distemper are ground in enormous circular troughs by an equally rotating mill stone. This ended our morning inspection and we were taken to the Community Centre in Slough where we were served with an excellent lunch.

In the afternoon, we visited the Town Hall where we saw a series of films on the technique of paint spraying. Finally, we concluded this excellent visit with a very good meal provided by the works. We came away impressed by the complexity of the paint industry and thankful for the hospitality of our hosts.

HALTON, 1917.

During a recent visit to Halton by a party of ex-R.F.C. Boys, it was suggested that it would not be inappropriate to give, through your Journal, a brief account of the conditions experienced by the lads of 1917.

Although 'Boys' had been recruited into the Royal Flying Corps as early as 1913 it was not until May 1917 that a "Boy Section," as such, was inaugurated. Between that date and December 1917, approximately three thousand boys entered what was then North Camp.

No provision was made for technical training and very little for eating.

The writer's recollection dates from a dreary night in November when, after being introduced to his Flight Sergeant and being assured that the fracture inflicted on the cardiac organ of his maternal parent could not be repeated there, he was conducted, through a morass of partly-frozen slush to a hut furnished to a degree of comfort that would call forth adverse criticism in a third-rate penitentiary. From that moment, life consisted of alternating periods of acute hunger and extreme wind-up.

A stranger visiting the camp at that time might have been excused for thinking he had discovered a race of long-legged short-haired sub-humans. The former characteristic was due to normal development, the latter to the activities of a regimental barber who had, it was rumoured, graduated on the sheep-runs of Australasia. The pay, eightpence per diem, could, after deductions for allotments, barrack damage charges and losses due to tactical errors in connection with a "crown" and "mud-hook," be expended in the high life of the canteen or Y.M.C.A. (both wooden structures tastefully carpeted with local mud and chalk). One might also use a trading-post which, having no other title, was affectionately known as "Dirty Dick's," an allusion to either the business methods or the personal hygiene of its proprietor. The circumstances attending the sudden disintegration of this select rendezvous were somewhat cloaked in mystery, but a slanderous report at the time, emanating no doubt from the minds of Officers or N.C.O.'s, attributed the occurrence to human agency. It was about this time that "Woodbines" and other consumable goods became temporarily plentiful.

The religious side of camp life was to be found mainly in a "Home from Home" where, in addition to useful knowledge, one might imbibe free refreshments. There was a great demand for religious instruction.

It must not be imagined that sport was neglected during this period, especially during the months of quarantine when the promulgated fixtures read like extracts from a medical dictionary. The keenest event, I believe, was when the "diphtherias" defeated the "scarlet fevers" four-three at soccer.

Of the impromptu events, by far the most popular was the Camp's own "Cresta-run" which had advantages over any other "sport" in so far as it could be performed equally well on either snow or mud and needed only a spare sheet of corrugated iron. It was, however, attended by grave risk of concussion or decapitation.

Conditions as described in the foregoing are amusing only when considered in retrospect. They were bad and must never be repeated.

As our party departed after the visit and passed the green field which was once North Camp, it might have been truly said that "heaven at last is peace."

J. E. BROWNING.

WING NOTES

NO. 1(A) WING

With our surrounding countryside showing a fulsome blossom we must ourselves blossom forth once again into a spate of journalism on behalf of the Magazine.

One cannot but help associate the seasons with the pass out of Entries and thus from the Winter of the 61st we travel through the Spring of the 62nd to the Summer of the 63rd. In passing we must not forget to mention the achievements of F/S/A/A Poyser of the 61st Entry, who collected no less than four prizes at the pass-out and earned himself the warmest congratulations of the Reviewing Officer, Marshal of the Royal Air Force, Sir John Slessor, and a cadetship in General Duties.

For the third time in succession No. 1 Wing had the honour to produce the F/S/A, and for the 62nd Entry the mantle falls on F/S/A MacKenzie who has also earned the coveted "Pass to Fame and Glory" with a cadetship at the Royal Air Force College, Cranwell. We wish him good luck.

Our best wishes also go to Sgt/A/A Brine, who narrowly missed the honour awarded to F.S./A MacKenzie, and we feel sure that with the excellent results he has produced, he will achieve his ambition in the Service.

Following our mention in the last issue we must now heartily congratulate Ldg/A/A Limby on having been awarded the Royal Humane Society's Testimonial on Parchment for his gallant attempt to save a person from drowning in the sea at the Lizard, Cornwall, last August.

So with our Eastertide leave now rapidly declining to the past we change from Winter to Summer games. The past season has shown many achievements in all games, particularly with inter-entry soccer. The 67th Entry must be congratulated on a season of consistency, which gave them the inter-entry league championship. We must also pass a word of praise to Ldg/A/A Weeding, A/A Bunting, A/A Harris and A/A Moys for their consistent representation of the Wing in School soccer games and their many entertaining displays in the soccer art. It is gratifying to note that although the Wing loses sporting stars with the exit of an entry, there are still others in the junior class who show the promise to continue the ever necessary representation of Wing and Schools.

It would be imprudent not to take this opportunity of wagging perhaps an unknown feather which came to the Wing cap this past season and that is the winning of the R.A.F. Walking Championships at Conford by R.A.F. Halton, who were represented by two teams from No. 1 Wing under the able guidance of F.S. Bird. We also note that the Stork has done a spot of road walking recently and delivered Mrs. Bird with a potential member of the W.R.A.F. Any reference to the Stork having got the bird is entirely irrelevant.

We must also congratulate Sgt. Davies on the addition of a son to his family. At the same time we must not forget to identify Sgt. Davies with the strong following of Judo in the Wing. Admittedly the question of all these different coloured belts is rather mystifying, but as one wag put it, "the first bloke to look like a rainbow is no doubt the winner."

Recently the Apprentice's Choir amalgamated with the London Choir School to render Handel's Messiah in the Station Church of England. To Cpl/A/A Durnford of C. Sqdn. we must offer hearty congratulations on his admirable singing of the bass solos.

A dash of humour is always welcome to ease the wear and tear of this day and age but a member of 'B' Squadron caused a riot recently when he emerged from the Block with his pyjamas tucked under his arm in mistake for his overalls. It is pointed out that E.T.T. does not refer to Extra Tired Types.

Since our last issue we have sustained changes in our permanent staff and in particular we would like to wish the best of luck to P.L.L. Hope and Blackmore who have gone to Staff College. Overseas has laid claim to the services of Warrant Officer Jopson, and shortly we are to lose F.L.L. Forster who is also answering the call of the deserter. To those who have recently joined us we bid a warm welcome, and trust they will soon settle down and help to keep the Wing in the forefront.

Apprentices who will be graduating with the 63rd Entry. It does not seem three years ago that we first observed dark shadows amongst the "Palefaces," but during that time they have commended themselves to our hearts with their cheery outlook and sporting instinct. We hope they will return to their own country and be a tower of strength in their own Air Force, and not forget the friends they have left in England, who wish them all the best of luck in all things.

NO. 2(A) WING

Reading the last issue of these notes we find it reported that various re-organisations of the Wing are still in a state of flux. It must be recorded in this issue that despite numerous rumours of sweeping changes, various re-organisations of the Wing are still, to coin a phrase, in a state of flux. However it does now seem probable that certain changes will have taken place before the next issue. Meanwhile the Wing carries on its function of converting civilians to Junior Technicians. When these notes are published the 62nd Entry will have left with our best wishes for the future.

Shortly the old kit boxes which have for so many years served Apprentices so well as hiding places for empty pop bottles and those dirty boots will be replaced by modern furniture in the form of wardrobes, in fact some rooms are already equipped. There is no truth in the report that the many different layouts tried by Fg Off. Waddingham were to determine the system by which the greatest area of floor space could be left to be polished.

F.L.L. Searles, who features in these notes regularly in connection with his choir, must again have an honourable mention. This time for his performance of the "Messiah" at Easter. It was hailed, by those competent to judge, as a triumph for the now famous Halton Choir. Congratulations once again to F.L.L. Searles.

Congratulations are also due to Ldg/A/A Triskey of the 64th Entry who was awarded the Wing Instructors Shield for making the best progress in Workshops during his second year. A popular and deserving win.

F.L.L. Matthews, the Wing Technical Training Officer, will be leaving soon for foreign parts. His successor will have to be very brilliant indeed to capture the esteem and affection accorded F.L.L. Matthews, both in Workshops and the Squadrons. He will be missed not only during duty hours but also from the Sailing Society in which he took a great interest.

'B' Squadron will soon lose F.L.L. Luke who is hoping to return to flying duties after over two years at Halton. He is to become a flying instructor, so may have the pleasure of instructing members of his old squadron should they remuster to aircrew.

No doubt, many apprentices would be interested to know a little about Lewis I and II?

Lewis I is a short-haired white Welsh mountain goat. His name is derived from the initial letters of London, England, Wales, Ireland and Scotland. He was a kid of the famous mascot of the Royal Welsh Fusiliers, born in January 1944, and posted to Halton when his regiment went overseas in June 1944. Warrant Officer Carlton, who needs no introduction, was responsible for training Lewis I, who appeared on all ceremonial parades clad in a red cloth coat trimmed with gold lace, and wearing "wings" and medals. His medals comprise the Defence Medal, War Service Medal and the Allied Forces Medal of the Mascot Club, all of which were presented for outstanding performances on ceremonial occasions. The Defence Medal was presented to him for five appearances before the Royal Family. The War Service Medal was presented for his part in the Victory Parade in which he was the only Forces' mascot to appear. His value to the Royal Air Force for recruiting was considered to be very great indeed, and he collected many pounds for the Royal Air Force Benevolent Fund on appropriate occasions. During his four years' active service, Lewis I's conduct was not always exemplary. Many times he expressed disgust with Band members by chasing and butting them. It is alleged that on one occasion he charged the President of the Bands Committee!

He was retired because of "operationally tired" feet in October 1947, and now browses peacefully at the Ilford Sanatorium of the People's Dispensary for Sick Animals. In the spirited times of Victory and other Parades Lewis I gained rapid and generous promotion to the rank of Flight Sergeant but never changed his religion—Druid—or his number—295!

A.C.II Lewis II was born on St. Patrick's Day, March 17th, 1947, and presented to the Pipe Band by Mrs. Liddington, a local resident. His religion is R.C., and number 252. He is a common white Welsh goat without the military background of his illustrious predecessor.

He has given good service to date, though, despite the improved opportunities afforded by the New Trade Structure, he remains A.C.II. Recently, his right foreleg has given him trouble and, despite attention from the local veterinary surgeon, he persists in "carrying" it, though Warrant Officer Carlton claims to have seen him putting his weight on it whilst rubbing his head with the other foreleg! It will be interesting to see if Lewis II takes a firm stand against Lewis I deputising for him on the 62nd Entry's graduation parade!

A LAMENT

or

ODE TO A BATHPLUG

O thou inanimate tapered thing
Which 'vades my searching look!

I peer

About and all around in ev'ry corn'r and nook.

I fear

Some low down t p

y e

Has got

An urge to swipe

The lot

Where is that bathplug!

F.

61

52

effected with the aim of combating the noise which comes from the Engine Fitter Trade Group. We hope our long suffering electronic will now be able to get down to their training in comparative peace and quiet. We have also acquired an Anson Mk.IB, and we hope to be able to equip the aircraft and use it as a Flying Classroom.

Although the articles on the winter games will be appearing on other pages of this issue of the magazine, it is only fitting that we should record here, in the Wing Notes, our appreciation of the efforts of all the members of the various teams during the 1951-52 season. Among the noteworthy achievements are, firstly, the very commendable performance displayed by both of the Rugby fifteens in winning the Senior and Junior B.K. competitions. We must also congratulate the Senior Cross Country team on its very clear victory. It is felt that not only the Wing, but the School and Station too, owe many of their successes to the Cross Country meeting to our brilliant trio, A/A's Law, Wood and Ward.

Our Soccer eleven put up an excellent performance to reach the final of the Apprentice and Boy Entrant Challenge Cup. To get this far, they had defeated two Boy Entrant teams from Goddard. When the final was played on the Halton stadium pitch, we saw a game that will long be remembered. It was no disgrace for our lads to be beaten by a team so good as Yatesbury, and the station was honoured to have the Air Member for Personnel, Air Chief Marshal Sir Leslie Hollinghurst, K.C.B., K.B.E., D.F.C., to present the cup and medals. We congratulate the team on a jolly good show, not forgetting the excellent captaincy of A/A Collier, the inspiration of Squadron Leader Woolley, and the coaching of Sgt. Hay.

So we leave the winter sports behind us, with the hopes of a fun summer, fun and games at the summer camp, and a successful season for our athletes, cricketers and swimmers. Our seniors have set a splendid example and we hope the juniors will live up to this very high standard.

BAND NOTES

During the winter months, instructors of all three bands have been busy teaching the learners, and have achieved a certain degree of success. Whilst there has been no lack of enthusiasm amongst the learners, many of them have been somewhat discouraged, at times, by the unnecessary difficulties placed in the way of their regular and punctual attendance at practices. Similar discouragement has been experienced by some regular members too! It is hoped those responsible will realize, before it is too late, the true value of the Bands' work and the important role they play in Halton life and tradition.

It is anticipated that some members of the Pipe Band will be required to show themselves in action in a television programme one evening in May. When regular viewers read this they may recall the occasion—with pleasure, we hope. Lewis II, the mascot, will probably appear in this television programme, although at time of writing he stands on three legs only, which is causing anxiety and a request to be made to the People's Dispensary for Sick Animals for Lewis I to be brought from retirement to perform on the graduation parade for the 62nd Entry.