

The Haltonian Magazine

74 Edition

Summer 1956

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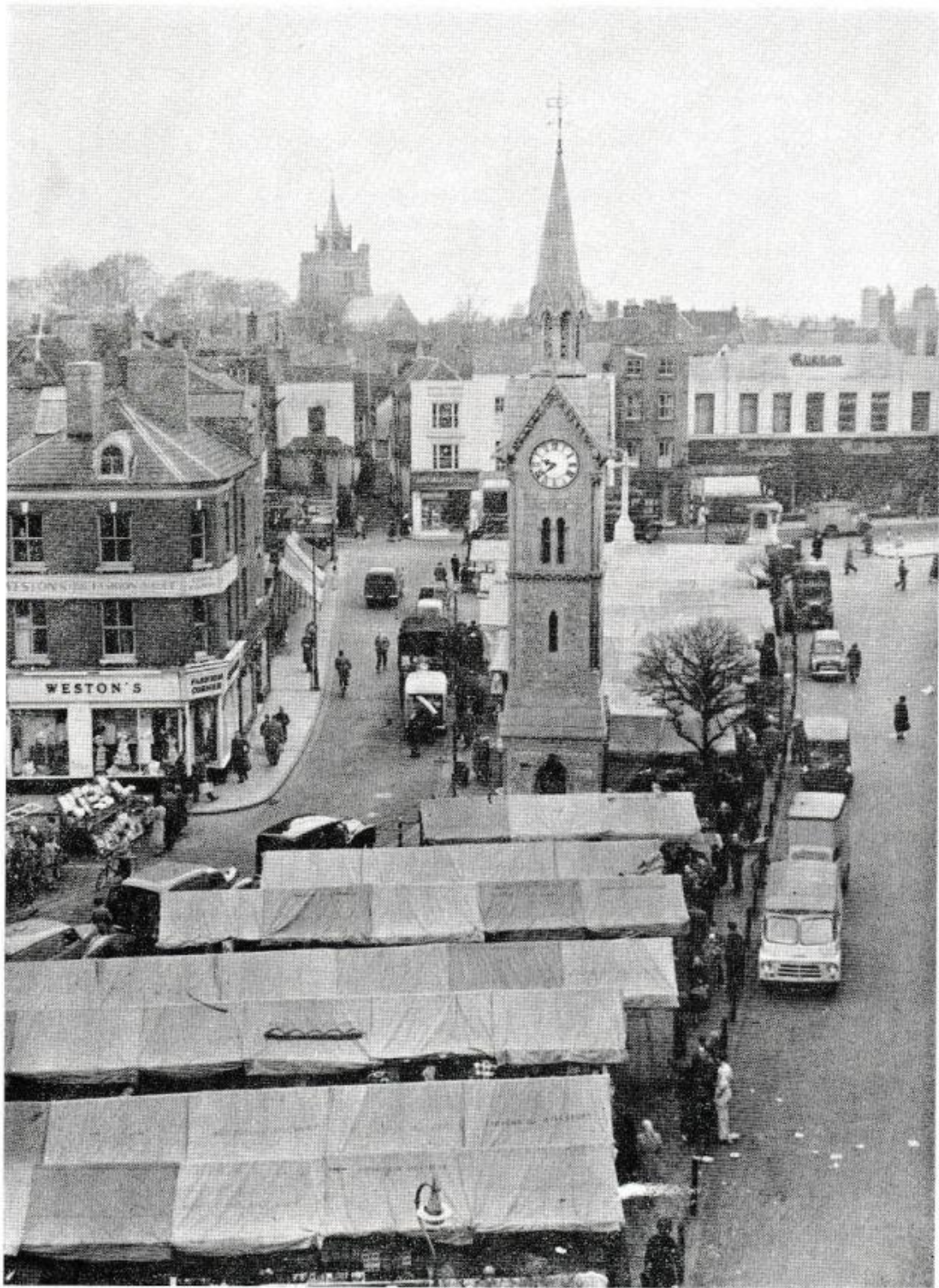
THE
HALTON
MAGAZINE



THE FREEDOM OF THE BOROUGH
ISSUE

VOLUME XX
NUMBER 1

SUMMER
1956



The Wednesday Market granted to Aylesbury in 1554

2



Borough of Aylesbury

Conferment of
**FREEDOM OF
ENTRY**

ON
*The Royal Air Force Station
Halton*

24th April 1956



ORDER OF THE PROCEEDINGS



The Town Clerk reads the Scroll

ON Tuesday, 24th April, 1956, the Freedom of Entry into the Borough of Aylesbury was conferred on Royal Air Force, Halton. This was an historic event for more than one reason as will be seen from the speeches, extracts from which we include further on.

Official guests were seated in the Town Hall, where they were joined by the Mayoress (Mrs. W. T. Fewkes) and the Aldermen and Councillors of the Borough. At 2.55 p.m. the Deputy Mayor (Alderman C. G. Cousins, J.P.) escorted the High Sheriff of the County (Lt.-Col. L. Tetley, T.D., J.P.), Christopher Soames, Esq., C.B.E., M.P. (Parliamentary Under-Secretary of State for Air and Vice-President of the Air Council), Air Marshal Sir George Beamish, K.C.B., C.B.E. (Air Officer Commanding-in-Chief, Technical Training Command), Air Marshal Sir Owen Jones, K.B.E., C.B., A.F.C. (Controller of Engineering and Equipment, Air Ministry), Air Marshal Sir Charles E. N. Guest, K.B.E., C.B. (Inspector-General of the Royal Air Force), and Air Vice-Marshal G. B. Beardsworth, C.B. (Air

Officer Commanding No. 24 Group), to their places on the platform.

At 3 p.m. The Worshipful the Mayor of Aylesbury (Councillor William T. Fewkes, J.P.), escorted the Air Commodore Commanding the Royal Air Force Station, Halton (Air Commodore G. N. E. Tindal-Carill-Worsley, C.B., C.B.E.), to the platform.

THE CEREMONY

The Worshipful the Mayor of Aylesbury then rose, and during the course of his speech asking the Air Commodore Commanding to accept the Scroll conferring upon the Station the privilege, honour and distinction henceforth and for ever of marching through the streets of Aylesbury upon all ceremonial occasions with bayonets fixed, colours flying, drums beating and bands playing, said that the Ceremony served to remind them of the association which had existed between the Royal Air Force at Halton and the County Town since Halton was first established over

forty years ago. He then paid a tribute to the splendid behaviour of the Apprentices and hoped that all ranks at Halton would feel that Aylesbury was their home and Halton's Town. It was this long and friendly association which was being recognised by the Borough Council in the name of the Town, the Freedom of Entry being the highest honour which a Borough Council could bestow.

His Worshipful the Mayor continued by saying that the Ceremony also had an attractive personal side in that the forebears of the present Commandant were the Lords of the Manor of the Town, and that the ground on which the Town Hall stood had been purchased from one of his relatives in 1862.

The Mayor concluded his speech with these words, "But the thread which runs right through this afternoon's Ceremony, and the thought that I and my colleagues of the Borough Council—and indeed the people of Aylesbury—desire to leave with you, Sir, and the Royal Air Force at Halton, which you so ably command, is the very real pride and admiration in which Aylesbury holds your Station. It is to evidence this same pride and admiration that we desire to honour the Station in the highest degree possible to a Municipality."

The Town Clerk then read the Scroll and it was placed in the casket which had been specially made to receive it. This was handed to Air Commodore Tindal-Carill-Worsley who, after he had examined the Scroll and signed the Roll of Freedom, acknowledged the honour in the following speech.

"The men and women of the Royal Air Force Station, Halton, are very conscious of the great compliment you are paying them by conferring upon the Station the right of entry into the Borough of Aylesbury. We appreciate that this right is an honour which is not lightly



The Commandant Signing the Roll of Freedom

bestowed and I can assure you that it is not lightly accepted. Today will always remain a unique occasion in the history of Halton for, although you may confer the freedom of entry on others, we can only receive it once."

"There is great significance, undoubtedly intentional, in the wording of the Scroll which I have just received on behalf of Halton. It specifically refers to the *longstanding* happy relations between Halton and the Borough of Aylesbury. It is therefore with a sense of humility as well as pride that we who are here today realise that we are representing all those who have gone before us who, by those things which they have done, and possibly even more by those things which they have left undone, have built up the tradition of friendship and co-operation which exists between our two communities."

After referring to the personal aspects already spoken of by the Mayor, the Air Commodore continued, "When it became generally known at Halton that we were to receive the freedom of Aylesbury, there were many who, through ignorance or wishful thinking, assumed they would in future be able to indulge in the pleasures of the Town for nothing. However . . . we all realise that there is a great difference between being given the freedom of the Borough and being allowed

to make free with its various amenities. Indeed it is clear to us that this honour should impose on us a greater sense of our responsibility” The Commandant mentioned as an example of the co-operation between the two communities the helpful attitude of the police in the Borough. Then referring to the parade which would take place immediately after the Ceremony, he said, “When the freedom of entry is conferred on a station as opposed to a specific unit, that station is permitted to parade the Queen’s Colour of the Royal Air Force in the United Kingdom. But from our point of view, one of the most inspiring aspects of the parade will be the presence of two Queen’s Colours, that of the Royal Air Force in the United Kingdom, which I have already mentioned, and that which Her Majesty graciously presented to No. 1 School of Technical Training in 1952. I hope, Mr. Mayor, that this will convince you and the other citizens of Aylesbury, if further convincing is necessary, that Halton attaches the greatest importance to the honour you have done us today.”

After mentioning the units which were taking part in the parade that afternoon, the Commandant said how proud we were to be joining our Brothers in Arms of the Oxfordshire and Buckinghamshire Light Infantry as honorary freemen of the Borough.

At the conclusion of this speech, the Worshipful the Mayor invited Christopher Soames, Esq., C.B.E., M.P., to address the Assembly.

The Parliamentary Under-Secretary of State for Air said he would like to convey to the people of Aylesbury the meaning of the ceremony to the R.A.F. “The Royal Air Force,” he said, “is a young Service and its very youth means that it has not been able, as yet, in the same way as the Army and Navy, to merge into the fibre and life of the country to the same extent as the other Services. An honour like this one to the Station means a tremendous lot to the Air Force as a whole.”

“The Halton Apprentice,” he went on, “has proved himself in peace and war of great value to the Royal Air Force. He has a special place in the Services and Aylesbury has a special place in the Apprentices’ hearts.”

Colonel H. J. C. Ducat-Hamersley, representing the Colonel, The Oxfordshire and Buckinghamshire Light Infantry, welcomed the Royal Air Force Station, Halton, in joining his Regiment in the privilege, honour and distinction of the Freedom of Entry into the Borough of Aylesbury.

The National Anthem was played and, at the conclusion, the Air Commodore handed the casket to the Casket Bearer. The guests then left the Town Hall and took up their positions outside to watch the March-Past of



Christopher Soames, Esq., C.B.E., M.P.

the Officers, Apprentices, Airmen and Airwomen of the Station. His Worshipful the Mayor took the salute.

Headed by the Apprentices' Pipe Band, with their mascot, the goat "Corporal Lewis III," the parade consisted of four squadrons —ten flights of Airmen and Apprentices and one flight of Airwomen. No. 2 Squadron consisted of non-combatant personnel, made up of one flight from the Princess Mary's R.A.F. Hospital, the Dental Training Establishment and the R.A.F. Institute of Pathology and Tropical Medicine, and one flight of 58 Airwomen from all units at Halton. Nos. 3 and

4 Squadrons totalled 6 flights, each of 58 armed Apprentices. A representative party of three Nursing Sisters from the Princess Mary's R.A.F. Nursing Service also took part in the march past.

The Queen's Colour for the Royal Air Force in the United Kingdom, and the Queen's Colour of No. 1 School of Technical Training were paraded, the Colour Escort Squadron being comprised of three flights, each of 34 armed Airmen, drawn from No. 1 School of Technical Training, No. 1 School of Cookery, the Record Office Detachment and the A.T.C. Pre-Entry Unit.



The Casket Bearer and Party



Lewis and the Pipe Band leading the Parade



Officers and Apprentices Marching Past

The Queen's Colours





The End of the Parade
the Military Band Marches Off

Officers and Apprentices Marching Past



Contingents from Princess Mary's R.A.F.
Nursing Service and the Women's
Royal Air Force

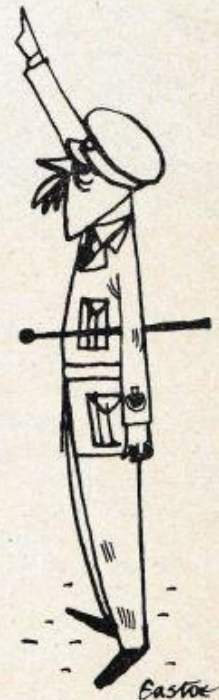
EDITORIAL

THE event which we commemorate in this issue can be found fully reported elsewhere, but we cannot write our editorial without reference to it. This is a great occasion for the Station for, as the Commandant said at the ceremony, "although you (the Borough) can confer the freedom of entry on others, we can only receive it once." In accepting this great honour he did so not only for those at present serving at Halton, but for all those who had gone before. All of you who are reading this a long way from Aylesbury will no doubt be reminded of your service here as Apprentices and Instructors, and you must feel that the honour applies perhaps even more to you, for it was your attitude in the past which helped to foster this friendliness.

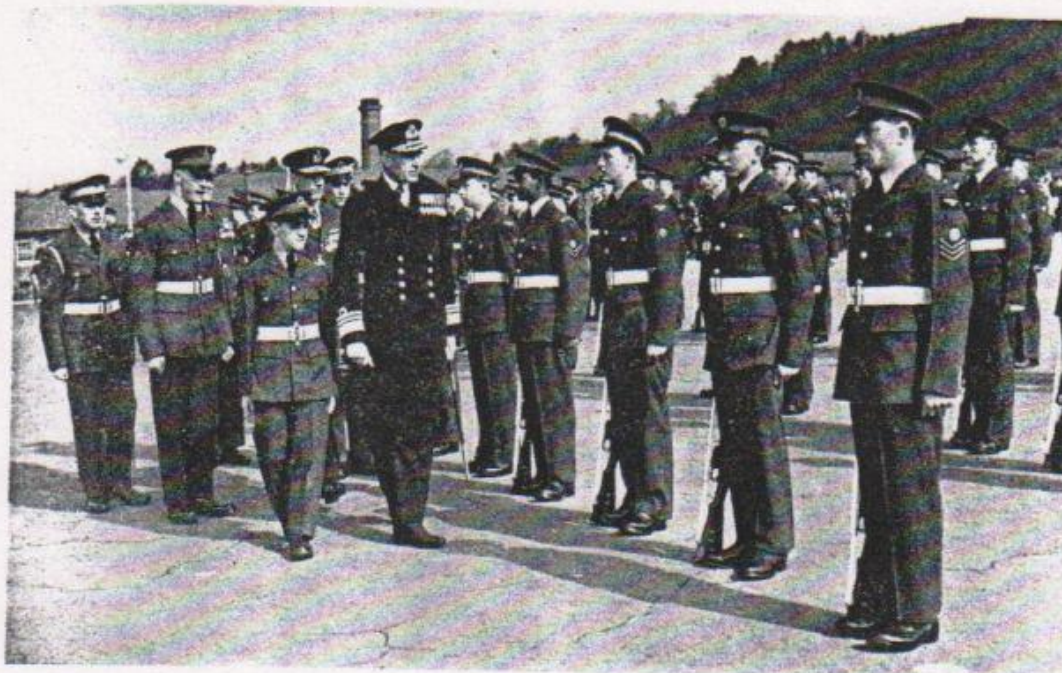
We appealed in the last issue for a more immediate response to our requests for copy, particularly that referring to the normal work and recreation of the Apprentices, but if this issue is used as a standard, we have received only a luke-warm answer. There should be no need to stress the absolute importance of having the matter to hand when we are making up the magazine. Our publication dates are set and our readers, especially those overseas, expect, and rightly so, that they will receive their copies on, or very soon after, those dates. Fortunately our next issue is not due out until November, which should give ample time for information to be collected.

We are pleased to report that Flt.Lt. Thorogood has settled himself firmly in the Old Haltonian cockpit and we include his first report as Secretary.

The Induction Board for the 83rd Entry is being held as this is being written, no doubt by the time we are in print those who are successful will have joined us as Apprentices. Time, at Halton, seems to be measured by the coming and going of the different entries and at the present rate of movement we shall soon be with the 198th Entry, though we hope that the shape of Apprentices to come will not be too like the picture adumbrated in an article in this issue.



GRADUATION PARADE OF THE 74TH ENTRY



The inspection

The Bucks Herald

THE Graduation Parade of the 74th Entry took place on 28th March, 1956. The Reviewing Officer was Vice-Admiral C. John, C.B., R.N., Flag Officer Air (Home). He was accompanied by Air Vice-Marshal G. B. Beardsworth, C.B., Air Officer Commanding No. 24 Group; Air Commodore G. N. E. Tindal-Carill-Worsley, C.B., C.B.E., Officer Commanding, Royal Air Force, Halton; Group Captain A. K. Hunter, O.B.E., Senior Training Officer, No. 1 School of Technical Training; Group Captain E. A. Stockwell, Principal Education Officer, No. 1 School of Technical Training; and Wing Commander W. G. Brinn, D.F.C., D.F.M., Officer Commanding No. 3 Apprentice Wing.

The Parade was under the command of F.S/A/A J. J. McMahon, 74th Entry. The

other N.C.O. Apprentices who were Subordinate Commanders were:—

Colour Bearer	F.S/A/A B. P. Bygate
Colour Warrant Officer	S/A/A K. V. V. Stracchino
Colour Escort	S/A/A J. M. Young
	S/A/A J. W. Harriman
Parade Warrant Officer	F.S/A/A H. A. L. Whitehead
Escort Squadron Commander	S/A/A P. J. Baughan
No. 1 Flight Commander	S/A/A F. Hughes
No. 2 Flight Commander	S/A/A B. J. Kelly
Standard Bearers	C/A/A G. B. Lovegrove
	C/A/A B. L. Sherrington
Apprentice i/c Junior Entries	F.S/A/A B. J. Barrott

Drum Major Military Band

L.A. C. G. Miller

Drum Major Pipe Band A/A J. Ward

Entries on parade were the 74th, 75th, 76th and 78th.

THE COMMANDANT'S REPORT

After the parade, the guests assembled in the Burnett Gymnasium for the Prize Giving. The Commandant began by welcoming the Reviewing Officer, Vice-Admiral John, and said that the critical scrutiny of a unit by a Senior Officer of another Service should inspire a special effort—we were grateful for the "shot in the arm." He then welcomed parents and friends.

The Commandant said that we had been privileged to provide a Guard of Honour for the Lying in State of our founder, the late Marshal of the Royal Air Force, Lord Trenchard. A party of Apprentices took part in the funeral procession.

A major domestic upheaval had arisen as a result of the decision to re-arrange the distribution of Apprentices between the three Wings. Previously a complete entry had become one squadron and were kept together throughout their time here. This had disadvantages, and a system had been adopted whereby each entry is divided evenly between the three Wings. One result is that senior Apprentices carry more responsibility and learn more of the art of leadership. Much of the responsibility for the smooth transition was due to the 74th Entry, and their work had been appreciated. Particular mention must be made of the retirement of Group Captain Carvell after three years as Senior Training Officer and his replacement by Group Captain Hunter. We thank Group Captain Carvell for all he has done and wish him many years of good health; we welcome Group Captain Hunter.

The Commandant now turned to the sports teams. We had the pleasure of entertaining the boys of H.M.S. Fisguard and we won four events out of seven, drawing one.

A/As Fry and Little were Imperial Services Boxing Association winners and A/A Fry reached the A.B.A. Boys' Final. The Junior 'A' Soccer Team is unbeaten so far this season in



F.S/A/A McMahon receiving his Prizes

the Aylesbury and District League. At Rugby Football we held our own against teams from the Public Schools and Oxford Colleges. The School Cross Country Team won the Bucks. County Junior Championship and we also provided the individual winner. Two Apprentices ran in the Station Cross Country Team which won the R.A.F. Inter-Unit Cup.

The Commandant spoke of the 74th Entry. They began training in April, 1953, two hundred and thirty-three in number. They were joined by forty-one re-coursed from previous entries. Of the total two hundred and seventy-four exactly half failed to reach the required standard, and only one hundred and thirty-seven have graduated. This was disappointing, but showed that we were not prepared to lower our standards. The average mark for educational subjects was the lowest since the present syllabus was introduced in August, 1943. The Electrical and Instrument Fitters reached a satisfactory standard. The four New Zealand Apprentices were above average, while the seven Ceylon Apprentices

were slightly below, due to language difficulties. Four of the Entry were being recommended for the Ordinary National Certificate in Engineering and four others passed the Intermediate Examination of the City and Guilds of London Institute in Aircraft Servicing and Maintenance, one Engine Fitter — C/A/A Pollitt — gaining a first class pass.

A cadetship to Cranwell had been won by F.S/A/A McMahon: the cadetship on this occasion carried with it a Trustee Prize of £25.

The Commandant thanked the manufacturing organisations who had entertained parties of Apprentices at their factories.

In General Service Training the Entry had reached a satisfactory standard. In the field of sport, forty-five of the Entry had represented the School and Station, and, of these six had captained their teams. Particular mention was made of S/A/A Humphrey who won the Bucks. Cross Country Youth Championship and of C/A/A Maunder who has received the distinction of being the first Apprentice to become the Command Master at Arms.

There were a number of children who would remember the 74th Entry. At Christmas, the Entry had given a party, at their own expense, to fifty-six orphans.

The Commandant concluded by bidding farewell to the 74th Entry and wishing them the best of good fortune wherever they went.

THE REVIEWING OFFICER

Vice-Admiral C. John, C.B., R.N., Flag Officer Air (Home), addressing Air Marshal Beamish, the Commandant, guests and members of the 74th Entry, said that he had been reading past volumes of 'The Halton Maga-



The Prize-Winners

zine' to pin-point the direct Naval connection with Halton

He found the connection in those ex-Haltonians who transferred to the Navy shortly before the 1939 war and who helped to build up a Naval aircraft maintenance system on sound lines. He took the opportunity to thank those men for their work. He also expressed the Navy's lasting gratitude to Halton itself for training its Naval Aircraft Apprentices up to the time when the Navy could train them itself.

Vice Admiral John said it took all sorts to guard a nation: personally, he enjoyed the clash of Navy dark blue and R.A.F. light blue. He claimed to be one of the few, who after the first World War, made a study of both Services. As a Fleet Air Arm pilot he had to know the Naval Discipline Act on board and the Air Force Act ashore: he benefited from the experience and gained in powers of understanding.

He pointed out that wars were not won from armchairs, nor by idling or complacency. There was no room for the faint-hearted: anybody feeling that way had better clear out and hope to be defended by stouter hearts. To be

a member of an Armed Service—whether as an admiral or a junior technician—carried great responsibilities. They would have highly complex aircraft and equipment to look after with risk to life and limb, and immense sums of the taxpayers' money locked up in them.

They should not expect to do their duty with any high degree of comfort or amenity. Neither would be there when war came. While in uniform they should keep a lively sense of what they were there for and not overdo comparisons with civilian life. There was no lasting significance in the difference in uniform that they wore. Neither could do without the other; each of them would be there when the test came.

He told them that the situation was reversed from thirty years ago when the late Lord

Trenchard, then Chief of the Air Staff, presented him with his pilot's wings. In so doing, he had said to the course of naval officers who had just learned to fly:

"I admire you for being pilots. I congratulate you on your wings—but I'm damned if I can understand your choice of uniform."

In the Fleet Air Arm there was a ready-made interpreter between the two great Services. Vice-Admiral John concluded by saying that he was glad to have met them and to have shared in so important a moment in their lives. He wished them all good fortune in their R.A.F. career and hoped that they would make their parents proud of the Service into which they had graduated.



The Inspection

The Bucks Advertiser

74th ENTRY POSTING LIST (in order of merit)

McMahon, J. J.	G.D. Cadetship	Brenkley, J. H.	New Zealand
Hall, C. R.	Ballykelly	Hirst, E. G.	Swinderby
Read, A. L.	Boscombe Down	Skipper, I.	2nd T.A.F.
Quinn, W. G.	New Zealand	Davis, J. D.	F.E.A.F.
Young, J. M.	Aldergrove	Costick, J.	2nd T.A.F.
Stracchino, K. V. V.	Chivenor	Coles, A.	Hullavington
Bygate, B. P.	New Zealand	Whitehead, H. A. L.	Dishforth
Laidlaw, F. C.	New Zealand	Cheesman, B. A.	Marham
Kelly, B. J.	Dishforth	Barker, C. F.	Bassingbourne
Merrington, G. J.	Boscombe Down	Ringrose, M. C.	Lindholme
Baughan, P. J.	F.E.A.F.	Bray, I. P.	Boscombe Down
Pollit, P. N.	32 M.U. St. Athan	Close, B.	Hemswell
Lewis, M. L.	F.E.A.F.	Downward, P. F.	F.E.A.F.
Richards, R.	Little Rissington	Maunder, R. A.	32 M.U. St. Athan
Kent, D. M.	Boscombe Down	Tingay, I.	Lindholme
Heather, R. L.	Watton	Hinde, G. W. S.	Boscombe Down
Hughes, F.	F.E.A.F.	King, B. J.	West Raynham
Cole, W. H.	Boscombe Down	Husbands, K. M.	32 M.U. St. Athan
Harriman, J. W.	Watton	Querzani, J. F. G. R.	2nd T.A.F.
Warnock, R. A.	Aldergrove	Bowes, L. G. H.	Hennington
Chappelle, P. J.	Thorney Island	Eyles, G. E.	2nd T.A.F.
Smith, A. S.	Boscombe Down	Handley, C. B.	Waddington
Payne, D. A.	Merryfield	Norris, S. J.	M.E.A.F.
Allsep, D. W.	32 M.U. St. Athan	Napthen, G. W. A.	Watton
Rosch, C. B.	32 M.U. St. Athan	Hillman, D. H.	32 M.U. St. Athan
Corfield, R. E.	Lyneham	Boulton, S. B.	Lindholme
Lampard, P. A.	Wyton	Abeygoonewardena, R.	Ceylon
Goldsmith, C. A.	North Weald	Telfer, D. A.	32 M.U. St. Athan
Humphrey, D. C.	Middleton St. George	Noel, A. G.	32 M.U. St. Athan
Dyer, D. J.	Topcliffe	Hill, P. F.	32 M.U. St. Athan
Maidment, G. R.	St. Eval	Wright, E. A.	Boscombe Down
Sutton, M. A.	Topcliffe	Monaghan, M.	Middleton St. George
Bauld, T. H.	Kinloss	Huggett, A. G.	West Malling
Hodson, M. J.	Lyneham	Pearn, T. J.	Watton
Dawes, E. L.	Manby	Lorrison, G. M.	Watton
Lane, P. J.	Boscombe Down	Pridham, W. S. A.	32 M.U. St. Athan
Thornton, I. D.	Hennington	Siriwardena, M. A. W. K.	*Ceylon
Barnes, P. A.	Bassingbourne	Twigg, D.	32 M.U. St. Athan
Juett, J. R.	C.S.E. Watton	Lane, J. R. T.	Dishforth
Townsend, P.	32 M.U. St. Athan	Williams, B. R.	32 M.U. St. Athan
Russell, P. A. E.	32 M.U. St. Athan	De Wilde, D.	32 M.U. St. Athan
Neal, D. A.	Watton	Willis, E. M.	Shawbury
Sherrington, B. L.	Wyton	Britton, K. E.	F.E.A.F.
Merry, A. D.	Watton	Raby, P. P.	32 M.U. St. Athan
Saunders, J. M.	Bassingbourne	Walker, D. A.	Gaydon
Simmonds, D. S.	32 M.U. St. Athan	Jones, T. W.	Watton
Burge, A. S. C.	Thorney Island	Cleverdon, D. L.	Watton
Hughes, D. R.	Ballykelly	Goggs, A. C.	Middleton St. George
Cowley, J. R.	F.E.A.F.	Allan, H. S.	Thorney Island
Hayes, N. J.	32 M.U. St. Athan	Thomas, C. P.	Pembroke Dock
Goodall, E. J.	Boscombe Down	Vacher, N. A.	Shawbury
Paine, J. G.	Henlow	Myners-Wallis, R. S.	F.E.A.F.
Phillips, K. B.	32 M.U. St. Athan	Smith, D. C.	Swinderby
Brightwell, J. A.	C.S.E. Watton	Goldsmith, H. J. C.	32 M.U. St. Athan
Collver, W. D.	Watton	McLening, B. R.	32 M.U. St. Athan
Sait, B. J.	32 M.U. St. Athan	Nisbet, D. R.	Dishforth
Heath, M.	32 M.U. St. Athan	Evans, R. E.	South Cerney
Watson, J. J.	32 M.U. St. Athan	MacKelden, J. C.	Dishforth
Blakely, L. J.	Middleton St. George	Cains, J. S.	Boscombe Down
Cressy, P. J.	2nd T.A.F.	Dingwall, N. R. D. G.	Middleton St. George
Crabb, I. C. G.	32 M.U. St. Athan	Dovner, A. J.	Marham
Calcutt, M. R.	Swinderby	Johnson, R. C.	32 M.U. St. Athan
Weiham, B. J. W.	Henlow	Simpson, R.	F.E.A.F.
Cocper, M. J.	Lindholme	Dharmasothy, C.	*Ceylon
Spence, A.	Hemswell	Rajaretnam, M.	Ceylon
Cadenhead, P.	Swinderby	Thanapalasingham, T.	Ceylon
Boys, S.	2nd T.A.F.	Peiris, H. D.	*Ceylon
Anderton, M. J.	F.E.A.F.	Joseph, L. B.	*Ceylon
Abbott, T. D.	32 M.U. St. Athan		

The undermentioned Apprentices were withdrawn from the examination:—
In Hospital

588597	Ancell, D. G., Elec. (Air), B.2, Church Fenton
588622	Cutress, A. H., Engine, C, 32 M.U. St. Athan

* Denotes R.Cey.A.F. Apprentices who qualified as "Satisfactory to carry out the duties of their trade" although they did not reach R.A.F. Junior Technician Standard

CADETSHIP — 74th ENTRY**General Duties:**

F.S/A/A J. J. McMAHON

PRIZE WINNERS — 74th ENTRY**Monsignor Beauchamp Memorial Prize (for the best all round Apprentice)**

F.S/A/A J. J. McMAHON

Pioneer Trophy (for the highest marks in all Technical Training subjects)

S/A/A C. R. HALL

Crebbin-Robinson Cup (for the best Trade Standards Practical Fitting Test)

C/A/A L. G. H. BOWES

Elliott Memorial Prize (presented by the Royal Aeronautical Society for the highest marks in English and General Studies)

F.S/A/A J. J. McMAHON

Quinton Memorial Trophy (for the best Ex-A.T.C. Cadet)

C/A/A A. L. READ

AIR MINISTRY PRIZES**Highest in Order of Merit, All Subjects**

F.S/A/A J. J. McMAHON

Highest in Order of Merit, Educational Subjects

First Prize: S/A/A C. R. HALL

Second Prize: F.S/A/A J. J. McMAHON

Highest in Order of Merit, General Service Efficiency

First Prize: F.S/A/A J. J. McMAHON

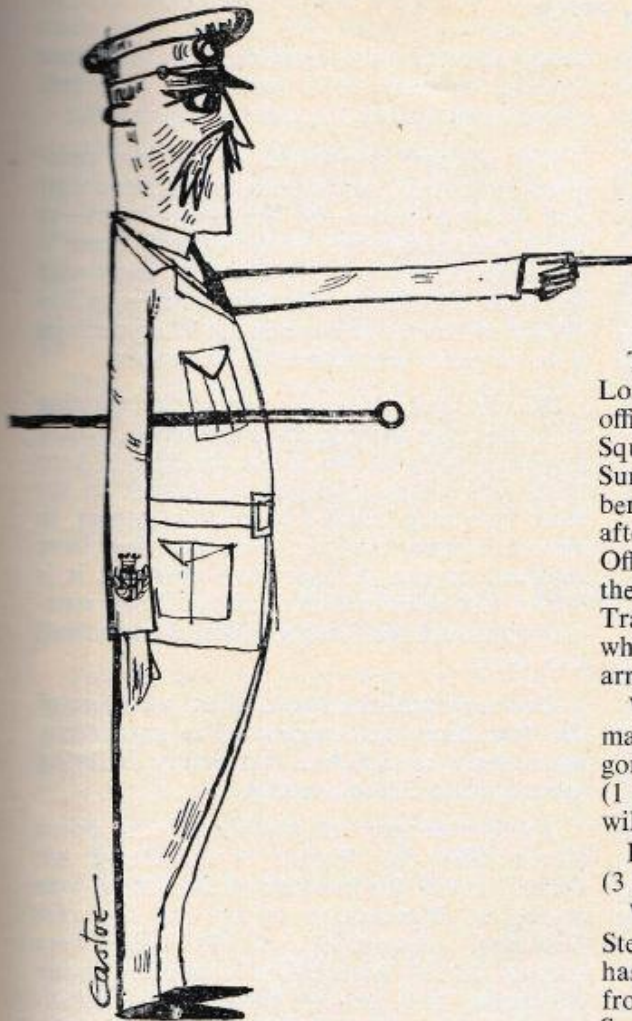
Second Prize: S/A/A G. J. MERRINGTON

Highest Average for Practical Fitting over Three-Year Course

F.S/A/A B. P. BYGATE

Best Tradesmen in Trade Standards Trade Test

Aiframe Fitter	:	S/A/A G. J. Merrington
Armament Fitter	:	S/A/A K. V. V. Stracchino
Electrical Fitter (Air)	:	F.S/A/A J. J. McMahon
Electrical Fitter (Ground)	:	A/A D. R. Hughes
Engine Fitter	:	C/A/A W. H. Cole
Instrument Fitter (Nav.)	:	S/A/A C. R. Hall
Instrument Fitter (Gen.)	:	C/A/A C. A. Goldsmith



NO. II(A) WING

THIS term has not only seen a large change-over among the Apprentices, but an equally large re-shuffle amongst the staff. We bid farewell to Sqn.Ldr. Spencer (No. 3 Squadron), who has left his "Gannets" to return to flying duties at R.A.F. Oakington. In his place we welcome Sqn.Ldr. A. K. Marshall, A.F.C., from St. Andrew's University Squadron, where he has been engaged in flying instruction. He was a member of the 33rd Entry in the trade of Fitter 2 (General)—Airframes and Engines.

We were pleased to see Sqn.Ldr. W. C. Parsons back with us early in the term, after his spell in P.M. Hospital.

CURRENT EVENTS

Towards the end of the term, Sqn.Ldr. J. E. Loxton, O.B.E., arrived as a supernumerary officer and is, at present, commanding No. 2 Squadron while Sqn.Ldr. Parsons is away at Summer Camp. Sqn.Ldr. Loxton was a member of the 17th Entry (12 Block) and joins us after three years as the Senior Technical Officer of the Queen's Flight. He was awarded the O.B.E. for his services as the Director of Training of the Royal Pakistan Air Force, in which office he had much to do with the arrival of Pakistani Apprentices at Halton.

We are sorry to have lost two Flight Commanders this term, Flt.Lt. Gillan (2 Sqn.) has gone to Bircham Newton, and Flt.Lt. Macken (1 Sqn.) has gone to St. Athan. His departure will be a loss to the shooting teams.

Flt.Lt. Cooke (1 Sqn.) and Plt.Off. Edgington (3 Sqn.) have changed over Squadrons.

We welcome Flt.Lt. Hayhow from R.A.F. Stenigot, where he was Station Adjutant. He has taken over the duties of Wing Adjutant from Plt.Off. Aldridge who has gone to No. 1 Squadron.

Fg.Off. A. W. Roberts has again taken charge of the R.A.F. Physical Fitness Display Team, and we are pleased to have Fg.Off. Mathews, who has come from a tour in the Middle East to look after the games and P.T. in the Wing.

We congratulate S/A/A Hall (3 Sqn.) for coming second in order of merit in the 74th Entry.

After the Apprentice change-over at Christmas, the alterations in staff and, last but by no means least, the surrender to us by the painters of all our accommodation, the Wing has finally settled down to what we hope will be a period of stability. We look forward to the future, and welcome the 83rd as the first Entry under the new system.

NO. 2(A) WING

Since our last Wing Notes we have had no changes in the Squadron staffs but several changes in the supporting staffs of the Wing, especially among the P.T.Is. That well known figure—F.S. Corless—has now left us for Germany and we welcome his replacement—F.S. Williamson—from Jurby. Sgt. Sweeney has left to go to Jurby and Cpl. Reitze has joined us. Among the Wing Headquarters staff Cpl. Scrimshire has left the Service, and Cpl. Barlow and L.A.C.W. Clark have joined us. L.A.C.W. Clark is now making good headway with the Wing's special operating equipment, our highly complicated, pre-war (Boer war) typewriter. A.C. Morris has recently joined the Wing and L.A.C. Upson has been posted to 2nd T.A.F.

Cpl. Ross and A.Cs. Carey and Wilkinson have left the Wing Apprentices' Mess at the end of their service, and have been replaced by Cpl. Wallace and A.C. Ingles from the School of Cookery. Cpl. Smith has also left us to join the Paine Mess staff.

In the Spring Term inter-Wing competitions we have made a certain headway. Except for the trumpets, we lost the band competitions after our good record in 1955, but this was made good in the B.K. Competition in which, at last, we have won the trophy. Especially exciting was the finish of the B.K. fencing which we won from the holders of the past few years, No. 3(A) Wing, by two points after having to replace two of the team members who had fallen sick. One of these replacements was arranged literally at the last minute,

NO. 3(A) WING

At the beginning of the past term the re-organisation of the Wings became effective and those of the 74th Entry "who had greatness thrust upon them" generally proved their worth with the result that all went very smoothly; indeed the changeover was much easier than was anticipated. The settling down process took two or three weeks, after which it was the general opinion of almost everyone that the move "was a good thing." Certainly the senior entries went out of their way not to be outshone by their juniors with the result that "example and precept" became a reality:

being selected, and trained, by the team captain between 1820 hrs. and 1830 hrs. immediately before the start of the match.

The sickness mentioned in the last paragraph hit several Apprentices at the same time and was put down—by the Apprentices—as being food poisoning. A more likely cause is the smell of new paint in barrack rooms with the windows closed. But as the painting has caused so much confusion in the Wing perhaps a tin of paint was served up as custard.

We all rejoice that the end of the painting is in sight, particularly the unfortunate, almost unwanted baby of the Wing, the Model Aero Club, which has managed to flourish in the most upsetting conditions of five moves in almost as many months. Now that they have returned at last to their own club hut it is hoped that other members of the Wing, especially those of the 82nd and 83rd Entries, will join them.

Our congratulations go to those members of the 74th Entry who succeeded in graduating, particularly to F.S/A/A McMahon in being selected for a G.D. Cadetship.

Another chapter of the Royal Air Force closed when the "Father of the Royal Air Force," one of the founders of the School, was buried at Westminster Abbey on the 21st February. Apprentices of the Wing were selected for the Apprentices' contingent in the impressive and moving parade which slow-marched down Whitehall to follow his coffin on its last journey.

this was very evident on the occasion of the first kit inspection of the term.

The term ended with the passing out of the 74th Entry and, being the co-ordinating Wing, much of the organisation fell to the lot of Squadron Leader Davis and Flight Lieutenant Hawkins. Now that it is all over it is believed that they can smile again!

On the eve of their graduation the 3 Wing element of the 74th Entry had a farewell dinner in the Maitland Mess organised most efficiently by F.S. Peckham. This proved to

be F.S. Peckham's "swan song" for he has since been posted. We wish him every success; our loss is a gain to the R.A.F. Regiment Depot.

In the field of sport A/A Little is to be congratulated on winning his individual championship whilst representing the R.A.F. in the I.S.B.A. Championship. A/As Jones and Duncliffe too must be mentioned for representing the R.A.F. in that competition and the Wing Boxing Team as a whole put up a fine performance by being fourth in the Hubert Scott Payne Championships.

The Wing were runners-up to No. 2(A) Wing in the Barrington-Kennet Spring Term Competition and all who took part are to be congratulated for their fine display of team spirit. With such spirit the future of the Wing in the realms of sport looks rosy.

TECHNICAL TRAINING WING

AIRFIELD TRAINING SQUADRON

The redecoration of Nos. 1, 2 and 3 Hangars has progressed very well and we now have a new coat of paint both inside and out, a great improvement. We are hoping that No. 4 Hangar will receive similar treatment this year. Even the Bessoneau Hangar is not to be forgotten for it is to be extended and moved to a new site alongside No. 3 Hangar.

Progress is also reported on the aircraft, we now have four Meteor 8's with three more due in, in addition we are the proud possessors of three Swifts, so that the modernisation programme is going well. Another innovation on the Technical side is the introduction of fully planned servicing on Meteor servicing phase. The venture has proved successful and should give Apprentices a much better idea of planned servicing.

During the Spring Term we have said farewell to the following members of our staff, to whom we extend our best wishes for their future success. Cpl.Tech. Jones to Middleton-St.-George (on promotion); Sgt. Weekes to Marham; Cpl. Coates to Yatesbury; Sgt. MacDonald, Cpl. Burns, and L.A.C. Baron to civilian life.

We extend a hearty welcome to the following who have joined our ranks:—

During the course of the term the weather was not very kind to us, with the result that all fixtures for the Inter-Flight Cock of the Walk League were not completed.

We welcome the 82nd Entry who have, in such a short space of time, settled down comfortably among us, giving a good account of themselves.

At the beginning of the term Flying Officer I. Bennett left us for service overseas. We wish him well and congratulate him on his marriage too. In his place we welcome Pilot Officer R. A. E. Northway and trust that his stay among us will be a happy one.

The Wing will not be the same without the presence of our worthy adjutant, Flight Lieutenant R. B. Thompson. At the time of going to press he is leaving the Royal Air Force. In his new career we wish him every success.

Mr. Allwright, Mr. Butterworth, Sgt. Taylor (633), Sgt. Taylor (212), Sgt. Hitchcox, Snr. Tech. Bowyer, Cpl. Hughes, Cpl. Davies, Cpl. Frear, Cpl. Rose, Cpl. Lock, Cpl.Tech. Medcalf, Cpl. Mutch, Cpl. College, Jnr.Tech. Cole, L.A.C.W. Nicholson, A.C. Walton, A.C. Brown, A.C. Chappelle, A.C. Mansell, A.C. Corkhill.

At the time of going to print, the 75th Entry is at Airfield, we take this opportunity of wishing them well in their Graduation and every success in the future.

ARMAMENT TRAINING SQUADRON

When this contribution appears in print I expect that we shall be wishing farewell to the 75th Entry, but our immediate worry is the Graduation of the 74th Entry whose results are just being made public. Like all good Entries they have produced both good and bad results. We shall however miss them in our classes and we must in all fairness say they were a good Senior Entry even if they only reigned as such for a short Easter Term. We wish them luck in the Service and congratulate C/A/A Bowes on achieving the impossible by winning the Crebbin Robinson Trophy. S/A/A Stracchino maintained his fine efforts of the past three years and true to form came top in the Trade Group in the Final Examinations.

We hope the innovation of a Trade Graduation Dinner, which was held in the Rose and Crown Hotel at Tring, may again become a part of farewell performance of each Entry.

It is pleasant to be able to report no Postings Out since our last issue, and we welcome Corporal Swarbrick (ex-70th) as a member of the Instructional Staff. Cpl.Tech. Lyons and Corporal Smith have each been presented with a son. Another pair of candidates for the 130th Entry. We are glad to see Mr. Miles back to work after his recent illness and paper again flows freely. It appears that the powers who issue A.L.s did not know he was sick, and carelessly sent out much 'Bumph' during his absence.

We hear that Flying Officer Forrester is rapidly approaching the stage where he will be 'Walking up the Aisle,' and we take this opportunity of wishing them both every happiness.

There have been considerable signs of expansion in the Armament Workshops in recent months and in spite of all forecasts to the contrary we have got a new roof on the shop. This is indeed a very much better job than the old one. The amount of rain which comes through is approximately the same, but it is much more widely distributed over the whole floor area.

We have now occupied an area of Bay 3—way out in enemy territory—and it must be admitted that the Engine Fitters fought a very fine rearguard action before finally evacuating in the face of overwhelming fire-power.

The Instructors have made some very interesting visits during the term to Bassingbourne, Gaydon, and to the Martin-Baker Aircraft Company. We have all greatly enjoyed the visits as they always provide a very valuable source of up to date information, and an opportunity to see the other chap's problems.

AIRCRAFT ENGINEERING SQUADRON

Airframe Fitter Flight

This term has seen many comings and goings from the Service side of the Instructional Staff. Cpl. White left us in February to return to civilian life, whilst Cpl. West, on promotion, was posted to Debden. We were sorry to see these enthusiastic instructors depart and we wish them well in their sur-

roundings. We welcome into the fold Cpls. Taylor, Bull, Grantham, Driver and Allen who arrived to augment our long depleted staff, and hope that they will find this worthy task of instructing to their liking.

The new syllabus has been approved and the prototype copy has arrived. Already some of its changes have been implemented. We note that amongst its contents are two new subjects, namely 'Future Developments' and 'Associated Engines.' These subjects are to be of a general nature and intended to give a wider outlook towards the trade.

The Swift aircraft have begun to arrive to replace the Meteors in the Advanced Airframe phase. This has led to a good deal of activity and re-organisation in workshop space to allow for their suitable accommodation.

Engine Fitter Flight

Training has proceeded fairly normally since our last report and only two minor changes in routine occurred. The first affected everyone; the workshop day now starts and ends 15 minutes later. The second affected the Junior Entry; they come to shops for two days a week only during their first term and go to Schools for the other days so that they can get all their school work done before they go for their final Airfield Phase.

Changes amongst the staff include the promotions of Cpl.Tech. Hyde to Snr.Tech. and Cpl. Dubois to Sergeant. Congratulations and may they continue to climb the ladder. Flight Sergeant Barr came to us from the Canal Zone, an area of mixed memories to many of us. He has settled down as an Entry Supervisor and we wish him a happy tour here. We shall soon be losing Sergeant Hall and Corporal Walls, unless they change their minds. They are both due to leave the Service and in spite of the pay rise have not as yet applied to re-engage. They have both worked cheerfully and well and if they go we wish them good luck and good fortune in their civilian occupation.

In December, through the good offices of Wing Commander W. E. French, a dozen of the staff attended a lecture at the Institution of Mechanical Engineers on 'Fuel Control and Burning in Aero Gas Turbines.' It proved to be an interesting and instructive evening. Similar arrangements were made for instruc-

tors to go to hear a paper on 'The Industrial Use of Gas Turbines' on the 6th April. These opportunities to listen to experts in their particular fields undoubtedly stimulate one's interest in one's own job, and are invaluable if one is to keep up to date with developments.

On February 3rd a party of 20 Apprentices of the 74th Entry visited the Vauxhall Motor Works at Luton. The conducted tour was well planned and proved to be most interesting. Most of the minor assembly lines, such as the body assembly, engine assembly, upholstery and transmission were visited before the party came to the line. There they saw the sub-assemblies being fed in to the conveyor belt and cars being built up on it at a rate of 30 per hour. It was interesting to speculate on the care and planning which had been put in to ensure that the right type of engine, the correctly painted component and the right sized seat, etc., met up with the right car body, i.e. Wyvern, Velox or Cresta, since some of each type, differently coloured, came down the assembly line.

In March, a party of instructors visited Royal Air Force, Gaydon, to have a peep at Valiant aircraft servicing. They returned very impressed. Quite recently, the whole staff had the opportunity to see a film on Valiant servicing. This film really brings home the immense responsibility of servicing teams in the V. bomber units. If ever a film engendered some sobering thoughts, this one does.

When these notes are being published, the 75th Entry will be on Final Revision. It is a critical period and calls for an all out effort from them if they are not to follow in the footsteps of those who did not work hard enough in the 74th. We hope the 75th will do well in their Finals, that they will all graduate successfully and will remember that the end of their apprenticeship is by no means the end of learning.

ELECTRICAL AND INSTRUMENT SQUADRON

Instrument Fitter Flight

Activities in the Instrument Training Flight have followed a fairly normal pattern throughout the term. Movements have been fewer than normal, however, and we bid farewell to Cpl. Clarke, and extend a welcome to Cpl. Payne who has joined us from Melksham.

Instruction has been carried on with considerable difficulty owing to shortage of instructors; a state of affairs which has existed for the past twelve months.

During the term the last two classrooms due for erection at the top end of Bay 8 were completed through the good work of Chf. Tech. Omerod and his various assistants; it remains now to organise its painting.

The Section is indeed fortunate to have the new classrooms completed; since the contractors are now busy carrying out repairs to the roof of Bay 9, and the new classrooms are now in use as reception areas for the refugees from Bay 9. However, we hope that when repairs are completed classrooms will have the usual 'Mod Con' with the exception of 'Running Water.'

An Instructors' liaison visit was made during March to R.A.F. Gaydon; and the 74th Entry visit was made to Messrs. Vickers Armstrongs of Weybridge. These visits proved to be both interesting and very instructive.

The 74th Entry have completed their training, and congratulations are due to S/A/A Hall, winner of the Pioneer Trophy, and to C/A/A Goldsmith, the best Instrument Fitter (Gen) tradesman. We wish the 74th every success in the future.

Electrical Fitter Flight

In bidding farewell to the 74th Entry we offer hearty congratulations to F.S/A/A McMahon upon his Graduation achievements and ultimate selection for cadetship—we wish him a most successful career in the Service. Unfortunately, the remainder of the Entry results were not up to the standard of the two previous Entries, but to those who made the grade we wish the best of luck and hope that the enjoyment to be gained in the R.A.F. will make their stay at Halton seem well worth while.

On the home front we are making big strides in the phase development field, in a determined effort to make the section atmosphere and training much more interesting—portions of aircraft fuselages once again adorn the workshop, but this time it is intended that they be more usefully employed than mere dust collectors. Although the face of the section may be changing, many of the old familiar

faces are, fortunately, still with us and, surprisingly enough, appear to be thriving. Mr. Gould is due to leave us upon retirement as also is our storekeeper, Mr. Matthew, after 41 years' service with the R.A.F. and R.F.C., and now returns for a well-earned rest to Montrose where he is prone to remember that he once served under Squadron Leader Trenchard on No. 2 Squadron.

To the ranks of the Service Instructors we welcome Cpl. McKinlay from Melksham and Cpl. Knight from overseas, whilst losing Sgt. Baker to R.A.F. Pembrey. Cpl. Milham is still withholding the signature that could mould his future up to the age of 55 and will shortly be leaving to chance his arm in civilian life.

Church Notes

ST GEORGE'S

AT the time of going to press, St. George's Church looks rather untidy, owing to the glass roof being replaced and extra ventilation being put in. This will be a great improvement in the summer months when the heat caused by the glass, together with several church services following each other, made the atmosphere and temperature rather like the "Black Hole of Calcutta" or, to say the least, Singapore at its hottest day! After the completion of the roof, the whole church will be redecorated in pastel colours so that before the end of term, we should be looking very smart indeed.

The return from Easter leave has also been marked by a change in church parade arrangements. The burden of four services closely following each other at 8, 9, 10 and 11 o'clock has been mitigated by two parade services only, preceded by Holy Communion. The St. George's services will therefore be as follows:

0800 Holy Communion with hymns.

0945 Parade Service and sermon.

1100 Parade Service and sermon.

This allows a breathing space between services and a smaller amount of movement, since it overcomes the difficulty of bodies of Apprentices marching into church every 40 minutes.

There were one or two outstanding events last term; first, in February, there was a combined C. of E. and P.M.U.B. Memorial Service for Lord Trenchard in St. George's Church. The choir sang a special anthem and the Commandant read the lesson, after which he spoke a brief eulogy in honour of the "Father of the Royal Air Force" and of the founder of the R.A.F. Apprentice Training at Halton and elsewhere.

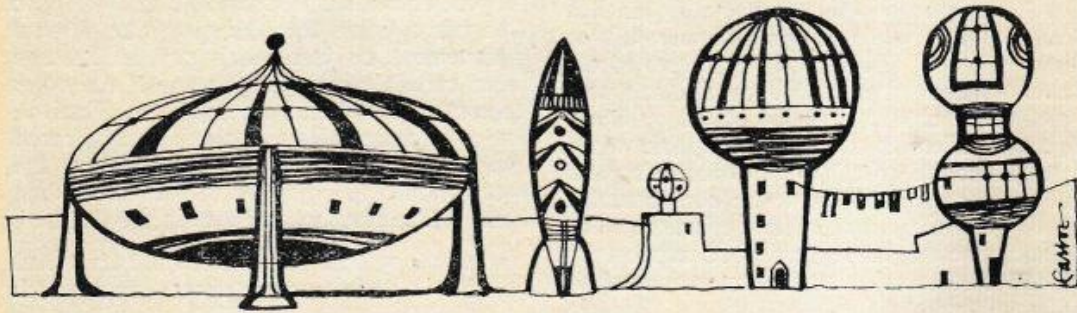
In Lent, the Apprentice choir sang Stainer's "Crucifixion" at Aston Clinton Parish Church, and at Wendover and Halton Churches. It was very ably performed under the enthusiastic direction of Squadron Leader Harvey from the P.M.H., who has been Choirmaster now for over a year.

During the year, the newly acquired Church Hut was decorated by a keen band of volunteers under the guidance of Padre Methven. Towards the end of term it was duly opened, the second meeting being graced by the Chaplain-in-Chief, who spoke on "the place of the layman in the Royal Air Force." This hut, obtained by Padre Smythe early last year, has great possibilities for meetings and social functions. A new fellowship which meets every first and third Tuesday, a proposed "mixed" fellowship meeting once a month on the second Thursday, a Bible class every Monday at 1930 hrs., all gather there, while the Servers Guild (3 years old and 25 strong) still meets at the church every Monday night.

The Confirmation, which is held at the end of every term, took place this time at Bletchley, when Apprentices and 11 people from the Hospital were confirmed by the Bishop of Buckingham. Padre Methven was responsible for the Apprentices' instruction, and Padre Williams for those from the Hospital.

Finally, the farewell of the 74th Entry took place on the last Sunday before the end of term. We are very sorry to see them go, especially the 40 staunch Communicants who will be missed at the 0800 hrs. celebration. Even more will we miss the good work of the two loyal Servers, Christopher Handley and Denys De Wilde, and also Martin Wakelin from S.S.Q. and Philip Biles from P.M.H. who were members of the Servers Guild.

GRADUATION PARADE OF THE 198th ENTRY



General View of I Wing

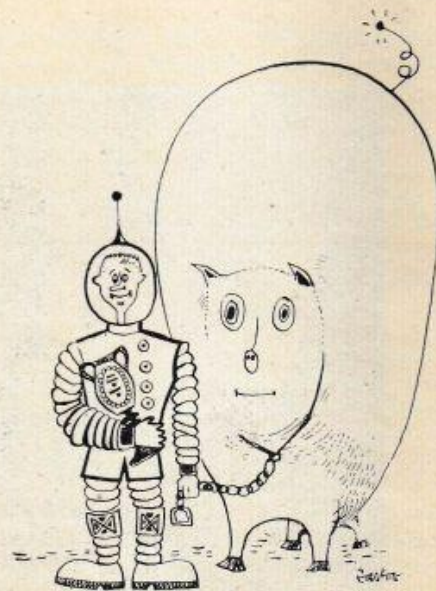
THE Graduation Parade of the 198th Entry was held in fine weather on the North Launching Perimeter. It was reviewed by Stratochief Lex Flash (ex 75th), accompanied by Cadet Commodore Sir Willongbly Plungefoot. Super Space Cadet Badger led the March Past in a cerise oxygen suit, leading the camp mascot Fred, the nerk from Mars.

Commandant's Report

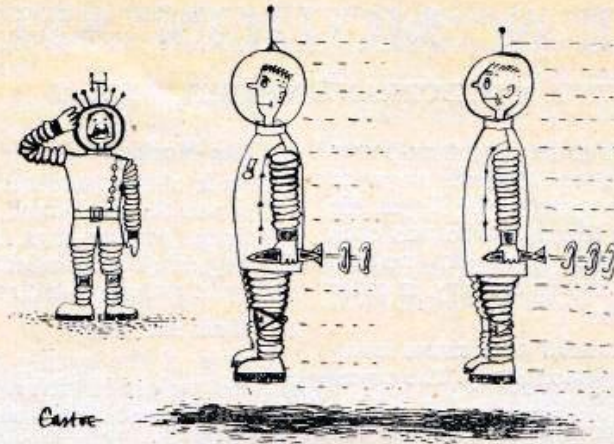
Cadet Commodore Sir W. Plungefoot welcomed visiting relatives and friends in the new Rocketarium. He said he was sorry to see such a distinguished Entry leave Halton, and he hoped all five would find secure berths out in the continuum. There was much glory to be won in the Neptune space-command at the moment, as the mumbles were in a state of revolt and scorning the hand of friendship. He was sure most of the Entry would volunteer for service in that area, and reminded them of the new radiation benefits and disintegration pay. A great factor to be remembered, he pointed out, was that owing to the ellipsoid shape of space-time in that command, the cadets would return after the normal twenty years' posting younger than when they left. This would be a great help to their seniority.

The year at Halton had passed uneventfully. We had said farewell to the last of the Russian space cadets, who had left an enduring im-

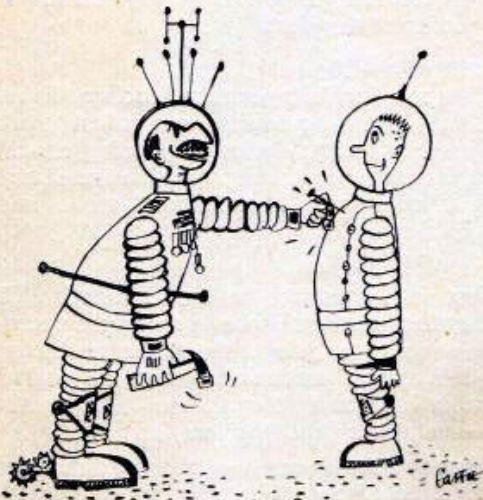
pression on Halton, if only from the hydrogen grenade incident at the Officers' Mess last September. On the Sports Field we had met with mixed fortunes, having defeated the Swazi Cadet Academy at soccer, and lost to Peru at cricket.



*Super Space Cadet Bloggs,
and Fred, the nerk*



The March Past



The Prize Giving

The Reviewing Officer

Stratochief Lex Flash reminisced of his early days on the old Vulcans (incredulous laughter from the audience quickly silenced by the thought patrol) and spoke of the many changes, except, of course, in the cookhouse. He spoke of the reputation of the Halton cadet for extreme quickness on the raygun and hoped that the 198th Entry would add to the laurels of Halton.



Before



After

ADVERTISER'S ANNOUNCEMENT

HAT TOO TIGHT?

Use

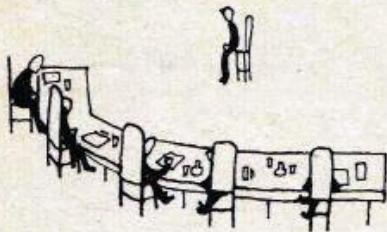
SQUIDGE

The Wonder Head Shrinker

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Monster size (for S/A/A.s) 6d.

THE RAKE'S PROGRESS - *The Apprentice* ☉



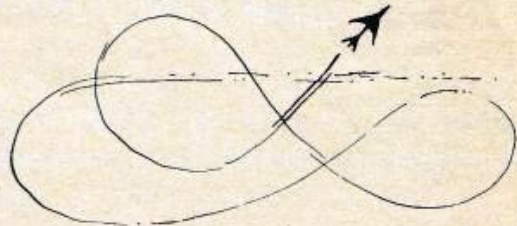
1. Startles Induction Board with knowledge of the life of the Yak.



2. Writes brilliant set task. General Studies master overcome. Completes original research into pulse jets, v.t.o, v.h.f, boundary layer control & girls.



3. Passes out F/S/A/A. Cadetship to Cranwell and Henlow. Invents revolutionary rocket motor.



4. Flies solo in 30 mins. Promoted Wing Commander at 24. Rescues Lady Dack* from capsized yacht. National hero.



5. Resigns commission to appear regularly on I.T.V. in 'Intrepid Birdman' serial. Lets slip nasty remark about L*b*race.



6. Sacked. Turned down by B.B.C. Memoirs refused by Halton magazine. Ignored in the street by old General Studies master. Accepts commission in the Pay Corps.

By GEOFFREY STRATTON after Hogarth and Ronald Searle