

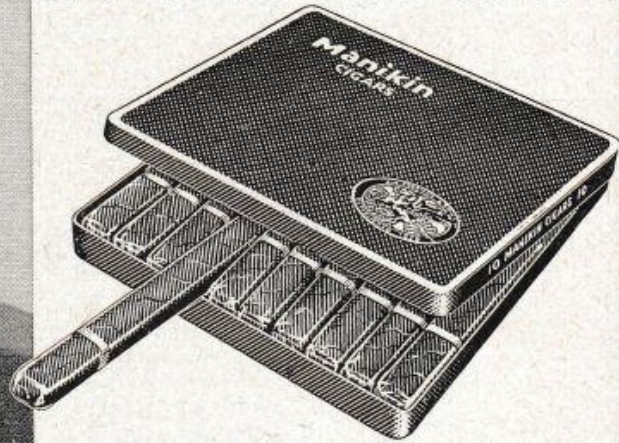
The Haltonian Magazine

94 Edition

Spring 1963

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EDITORIAL

For the first time for more than six weeks an unfamiliar muddy liquid is trickling turgidly down the ditches along Chestnut Parallel. Soon, we are told, the scene shown above will be transformed and the ice, snow, chill blasts of Arctic air, power-cuts, fuel shortages and burst pipes will no longer plague and perplex us. We are proud to record that Halton carried on as usual through all these tribulations.

The snow has, however, prevented the camp railway from operating and we learn that in any event it is to close on 31st March after several decades of useful work. In S.H.Q. another noteworthy decade has ended with the retirement of W.O. J. Bollard, M.B.E., the Station Warrant Officer, who has worked unstintingly for the good of the station, particularly in the cause of road safety. We wish him and his wife a long and happy retirement.

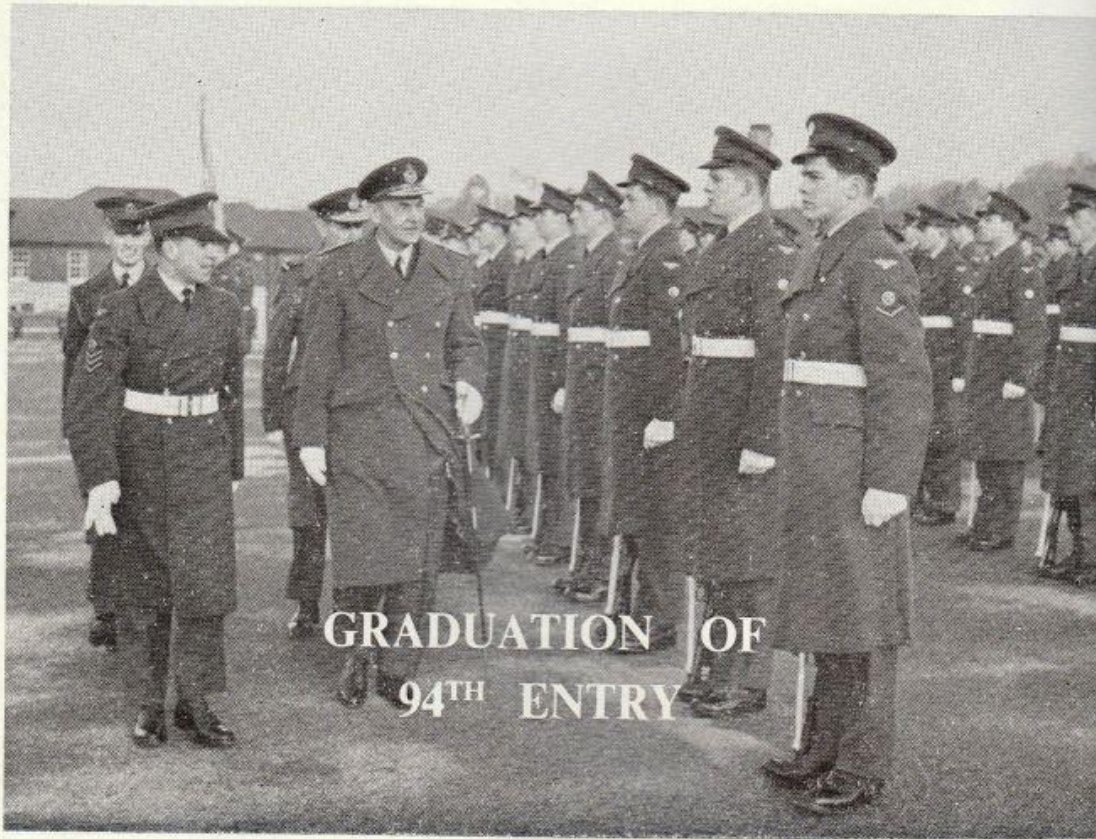
In this issue the number and quality of Apprentice contributions is maintained—a very encouraging feature. We appeal now to some of our correspondents for slightly

longer and livelier reports. Our articles again cover a wide range: from aircraft preserved to the airliner of the future; from natural history to gremlins.

Snr.Tech. Bowyer, whose contributions on R.A.F. History over the past few years have been so interesting and inspiring, has had reluctantly to bring his 'Builders of Tradition' series to a close with the stirring story of Gp.Cpt. Pickard and Flt.Lt. Broadley. We thank him for his magnificent painstaking efforts and hope that he will still be able to write for us occasionally.

Plt.Off. Narramore leaves us soon for Cyprus; he has done a fine job in co-ordinating Technical Wing Notes and in compiling crosswords; we thank him and wish him and his family a very happy tour.

Our thanks for their splendid efforts on the Magazine and our best wishes go too with Gp.Cpt. Pitt, our Chairman, Flt.Lt. Bryett, Circulation Manager, and Flt.Lt. Welsh, Business Manager. Indeed, they have helped to make the Magazine not merely survive but, so we like to think, flourish.



GRADUATION OF 94th ENTRY

The 94th Entry graduated on 19th December, 1962. The Reviewing Officer was Marshal of the Royal Air Force Sir Thomas G. Pike, G.C.B., C.B.E., D.F.C., Chief of the Air Staff.

The Reviewing Officer was accompanied by Air Marshal Sir Alfred Earle, K.B.E., C.B., Air Officer Commanding-in-Chief Technical Training Command, Air Vice Marshal T. N. Coslett, C.B., O.B.E., Air Officer Commanding No. 24 Group, Air Commodore B. Robinson, C.B.E., Commandant No. 1 School of Technical Training, Group Captain R. C. Fordham, C.B.E., Senior Training Officer, Wing Commander A. E. Druett, Acting Principal Education Officer, Wing Commander J. E. Boden, Officer Commanding Technical Training Wing, and Squadron Leader F. R. Jones, M.B.E., Officer Commanding No. 1 Apprentice Wing.

Parade Detail

The parade was under the command of F.S. A/A C. E. Upton.

Parade Adjutant	S/A/A N. M. Spence
Parade Warrant Officer	C/A/A R. J. McDermott
Colour Bearer	S/A/A R. J. Welch
Colour Warrant Officer	C/A/A R. T. Pryce
Colour Escort	L/A/A D. G. Taylor
	L/A/A D. Rowlinson
Colour Orderly	A/A J. A. McIntosh
Escort Squadron Commander	S/A/A J. R. Patterson
No. 1 Flight Commander	C/A/A K. Dixon
No. 2 Flight Commander	C/A/A R. C. R. Palmer
No. 2 Squadron Commander	S/A/A E. B. Bennett
	(R. Rhodesian A.F.)
No. 1 Flight Commander	L/A/A B. W. Woodley

No. 2 Flight Commander
 C/A/A R. A. Cosens
 Standard Bearers C/A/A W. C. White
 (R. Rhodesian A.F.)
 C/A/A D. E. Allen
 Apprentice i/c Supporting Entry
 S/A/A R. Jacobs
 Drum Major Pipe Band
 L/A/A M. McAdam
 Drum Major Brass Band
 A/A P. J. Ruddock

The Commandant's Report

In the Burnett Gymnasium after the Parade the Commandant began his report by welcoming the Reviewing Officer. It was indeed a great occasion for Halton which was extremely honoured to have the Chief of the Air Staff as Reviewing Officer. In a brief outline of his career, the Commandant said that after passing out from Cranwell in 1925 Sir Thomas served in various flying and engineering appointments at home and overseas. In 1941

he commanded No. 219 Fighter Squadron at Tangmere with whom he won the D.F.C. and Bar. In 1944 he became S.A.S.O. Desert Air Force, and later Director of Operational Requirements at the Air Ministry. In 1953 he was appointed Deputy Chief of the Air Staff, and three years later Air Officer Commanding in-Chief Fighter Command. Marshal of the Royal Air Force Sir Thomas Pike assumed his present post of Chief of the Air Staff on 1st January 1960.

Before starting his report of the 94th Entry, the Commandant went on to welcome the large number of parents present and thanked them for helping to bring their sons' training to a successful conclusion.

In his review of the 94th Entry he reported that on induction in January 1960 the strength of the Entry was 196. During the three years of training the Entry's strength fell to 183 by boys being discharged as unsuitable for training, by relegation to junior





Entries or by transfer to a lower level of training elsewhere, but only eight were lost to the Royal Air Force. The overall wastage rate of 6.8% is the lowest recorded in the last 23 years.

There were no failures among the 183 candidates for the Final Trade Test Examination, and the average mark obtained was 70.6%. In the Final Examination in Educational Subjects the Entry's average mark was 62.29%, which has been exceeded only once in the post-war years. There were no A1 Class passes but the sound average mark was the result of solid achievement by just over three-quarters of the Entry who obtained A2 or B1 passes. In the General Certificate of Education at Ordinary Level there were 248 subject entries and 181 subject passes. This established a new record pass rate of 73%.

In addition nine candidates took Pure Mathematics at Advanced Level; five were successful and the remainder gained a pass in Additional Mathematics at Ordinary Level. Twenty-two members of the Entry obtained the Ordinary National Certificate in Mechanical Engineering and fifteen in Electrical Engineering.

Referring to the importance of General Service training, the Commandant reported that thirty-three Apprentices had been awarded School Colours. A/A Allen represented Technical Training Command at Sailing, A/A Chorley was a member of the T.T.C. Youth Rugby Team, and A/A Bleakley represented No. 24 Group at swimming. In the Duke of Edinburgh's Award Scheme, A/A Holden and A/A Steptoe obtained Gold Awards and thirteen other members Silver Awards.

The 94th were the first Entry to go through the Selection Board at Cardington. They were also the first Entry to spend the whole of their first year's training at Halton in No. 3 Wing. While the Selection Board may have done some good, he suggested that it was the Junior Wing treatment, as administered by 3 Wing, that accounted largely for the fact that the Entry's morale, standard of discipline, co-operation with the staff, and training results were all very good.

The Entry did well in the number of Apprentices selected for commissions. Four were selected for Direct Entry Commissions, and two of those were being considered for Cranwell cadetships. In addition, four of the Entry graduated as substantive corporals, and 120, or 65% of the Entry, qualified for accelerated promotion, the highest percentage to so qualify since the introduction of the scheme.

After thanking the School's staff, Service and civilian alike, for their work, the Commandant congratulated the 94th on the successful completion of their training, but reminded them that their training at Halton was only a start. 'Aim always to improve, and live up to the fine tradition of those who have passed through this School over the past 40 years. Success and happiness to you all.'

Address by the Reviewing Officer

The prizes presented, the Reviewing Officer offered his congratulations to the graduating entry on their first class parade. He particularly commended F.S. A/A Upton, whose efficient handling of the parade made a difficult and responsible task look easy. He also congratulated the Entry on the excellence of their report by the Commandant.

Sir Thomas said how pleased he was to see so many parents, relatives and friends

present. Their support was a great encouragement to the boys whose careers were just beginning.

In wishing the 94th Entry good luck for the future, the Chief of the Air Staff reminded them that they had received an excellent three years training, the best the Royal Air Force could give, and he urged them to put this training to good use. These were difficult times when, more than ever before, countries needed strength to guard against evil forces. The future of the Royal Air Force, which had a major part to play, was in the hands of those graduating today.

They had joined the Service at an interesting and exciting time. Sir Thomas referred to the aircraft of the future, which would all be capable of vertical take-off and landing, and whose speeds would be measured not in hundreds, but in thousands, of miles. Soon, he said, we would be in space. We had made a slow start, and had not participated in what was known as Phase 1 of the conquest—sending men and instruments into space by rocket. Atlas rockets, which were used for this purpose, cost no less than three million pounds each. In the words of Sir Thomas: 'Three million pounds worth of rocket goes up, nothing comes back!' Bearing in mind this country's skill in engine design, it was not improbable that at some time in the future aircraft speeds would equal rocket speeds. Meanwhile, the Royal Air Force was responsible for the maintenance of highly complex and expensive equipment, a challenge which he felt sure was in good hands.

Sir Thomas ended by suggesting a motto for adoption by the Entry. He told how Private Speakman of the Black Watch, on being awarded the Victoria Cross for bravery, had commented:—'It was nothing. I only did my best, like I always do'. Sir Thomas exhorted the 94th Entry always to give of their best—no one could do more.



94th ENTRY — PRIZE WINNERS

CADETSHIPS

A Cadetship in the General Duties (Pilot) Branch was awarded to
C/A/A R. A. COSENS

A Cadetship in the Technical Branch was awarded to
F.S. A/A C. E. UPTON

COMMISSIONS

S/A/A E. B. BENNETT (R. Rhodesian A.F.) General Duties Branch
S/A/A J. R. PATTERSON, Technical Branch
L/A/A C. W. TULIP, Technical Branch

N.C.O. PILOT

S/A/A N. M. SPENCE

SPECIAL PRIZES

MONSIGNOR BEAUCHAMP MEMORIAL PRIZE (for the best all-round Apprentice)
S/A/A E. B. BENNETT (R. Rhodesian A.F.)

PIONEER TROPHY (for highest marks in all Technical Training subjects)
S/A/A E. B. BENNETT (R. Rhodesian A.F.)

CREBBIN-ROBINSON CUPS (for the best Trade Standards Practical Fitting Tests)
Mechanical Trades: A/A R. J. S. HATCHETT
Electrical and Instrument Trades: S/A/A E. B. BENNETT (R. Rhodesian A.F.)

ELLIOTT MEMORIAL PRIZE (for highest marks in English and General Studies)
C/A/A R. A. COSENS

QUINTON MEMORIAL TROPHY (for the best ex-A.T.C. Cadet)
C/A/A K. DIXON

AIR MINISTRY PRIZES

HIGHEST IN ORDER OF MERIT, ALL SUBJECTS
S/A/A E. B. BENNETT (R. Rhodesian A.F.)

HIGHEST IN ORDER OF MERIT, EDUCATIONAL SUBJECTS

First: C/A/A R. A. COSENS
Second: S/A/A E. B. BENNETT (R. Rhodesian A.F.)

BEST 'SET TASK' IN ENGLISH AND GENERAL STUDIES
C/A/A R. A. COSENS

HIGHEST IN ORDER OF MERIT, GENERAL SERVICE EFFICIENCY

First: S/A/A E. B. BENNETT (R. Rhodesian A.F.)
Second: C/A/A K. DIXON

HIGHEST AVERAGE FOR PRACTICAL FITTING OVER THREE-YEAR COURSE
A/A R. J. S. HATCHETT

BEST TRADESMEN IN TRADE STANDARDS TRADE TEST

AIRFRAME FITTER (equal first)	..	..	..	..	..	C/A/A R. A. COSENS
						A/A A. J. BERRY
ARMAMENT FITTER	..	..	..	..	..	A/A C. A. WESTRUP
ELECTRICAL FITTER (Air)	..	..	..	..	..	C/A/A R. T. PRYCE
ENGINE FITTER	..	..	..	..	..	L/A/A N. GUNARATNAM (R. Ceylon A.F.)
INSTRUMENT FITTER (Gen)	..	..	..	..	..	L/A/A D. HILL
INSTRUMENT FITTER (Nav)	..	..	..	..	..	S/A/A E. B. BENNETT (R. Rhodesian A.F.)

COMMANDANT'S PRIZE

F.S. A/A C. E. UPTON

94th ENTRY — SPORTS**SCHOOL COLOUR AWARDS****ATHLETICS**

A/A E. A. PEARSON 1960-61-62

BASKETBALL

A/A A. J. RAMSEY 1060/61-61/62
A/A G. B. SWANN 1960/61-61/62
A/A A. J. WARDEN 1960/61-61/62

CRICKET

S/A/A E. B. BENNETT 1962
(R. Rhodesian A.F.)

CROSS COUNTRY

A/A I. G. MOWATT 1960/61
A/A W. J. PALMER 1960/61
L/A/A D. ROWLINSON 1960/61

HOCKEY

L/A/A C. J. FOSBERRY 1960/61-61/62-62/63
A/A R. J. INSKIPP 1962/63
L/A/A R. P. JUBB 1960/61-61/62-62/63
A/A J. A. JUBBER 1961/62-62/63
L/A/A D. J. PORTSMOUTH 1960/61-61/62-62/63
C/A/A R. T. PRYCE 1960/61-61/62-62/63

RUGBY

S/A/A E. B. BENNETT 1960/61-61/62
(R. Rhodesian A.F.)
A/A A. J. BUCKINGHAM 1960/61-61/62-62/63
A/A G. H. CARTER 1962/63
A/A A. CHORLEY 1962/63
A/A A. GRAY 1961/62
C/A/A W. C. WHITE 1960/61-61/62
(R. Rhodesian A.F.)

SHOOTING

L/A/A M. B. PREECE 1960-61-62
 C/A/A R. J. WELCH 1960-61-62

SOCCER

L/A/A P. ARGENT 1960/61-61/62-62/63
 School Captain 1961/62-62/63)
 A/A R. F. AYLING 1961/62-62/63
 A/A H. L. B. BOWER 1961/62-62/63
 A/A S. G. JOHN 1961/62-62/63
 A/A J. PORTEOUS 1961/62-62/63
 A/A M. C. W. SEYMOUR 1961/62-62/63
 L/A/A D. G. TAYLOR 1961/62-62/63

SQUASH

A/A R. GAGLIONE 1961/62

SWIMMING

S/A/A E. B. BENNETT 1962
 (R. Rhodesian A.F.)
 A/A M. J. BLEAKLEY 1962
 A/A W. MEAD 1962
 F.S. A/A C. E. UPTON 1962

TABLE TENNIS

A/A R. M. SHERIDAN 1961/62

94th ENTRY POSTING LIST (in order of merit)

Bennett E. B.	Direct Entry Commission G.D.	Rawlinson D.	Waddington
Woodley B. W.	Substantive Corporal	White W. C.	Repatriated
	231 O.C.U Bassingbourn	Quigley J. E.	Leconfield
Cosens R. A.	Substantive Corporal	Harrison M. G.	204 Sqn. Ballykelly
	Cranwell Cadetship	Spence N. M.	N.C.O. Pilot
	(G.D. Branch)		Substantive Corporal
Gunaratnam N.	Repatriated	Taylor D. G.	51 Sqn. Honington
Smith R. J.	Wattisham	Collins G. R. C.	111 Sqn. Wattisham
Palmer R. C. R.	Ballykelly	Upton C. E.	Cranwell Cadetship
Dixon K.	Leconfield		Equipment Branch
	Substantive Corporal		Substantive Corporal
Berry A. J.	Waddington	Kerr R.	1 F.T.S. Linton-on-Ouse
Patterson J. R.	Direct Entry Commission	Evans T. O.	32 M.U. St. Athan
	Technical	Hopkins A. T.	Colerne
	Substantive Corporal	Sowter L. G.	Benson
Beidham K.	Ballykelly	Swain A. W.	Ballykelly
Hill R.	231 O.C.U Bassingbourn	Sturgeon D. J.	Binbrook
Tulip C. W.	Direct Entry Commission	Hill D.	8 F.T.S. Swinderby
	Technical	Hollett R. A. F.	H.M. Queen's Flight, Benson
Bradley G.	Scampton	Wright R. S.	231 O.C.U. Bassingbourn
Mitchell G. J. R.	32 M.U. St. Athan	Porteous J.	6 F.T.S. Acklington
Bailey I. C.	H.M. Queen's Flight Benson	Sheridan R. M.	Marham
Wilson A.	Scampton	Hamilton T.	Kinloss
Westrup C. A.	Binbrook	Daniels R.	Scampton
Robson P.	H.M. Queen's Flight Benson	Carey S.	Ballykelly
Pryce R. T.	8 F.T.S. Swinderby	Pearson E. B. A. N.	Kinloss
Macdonald D. J.	Binbrook	Seymour M. C. W.	32 M.U. St. Athan
Danson R. M.	Scampton	Howitt W. I.	Waddington
Welch R. J.	H.M. Queen's Flight Benson	Menary J. G.	Ballykelly
	Substantive Corporal	Moon E. R.	9 Sqn. Coningsby
Cole D. J.	Wattisham	Portsmouth D. J.	Wattisham
Aldridge N. G.	Wattisham	Keegan R.	Leconfield

Chen G. M.	Ballykelly	Thiel D. J.	100 Sqn. Wittering
McDermott R. J.	H.M. Queen's Flight, Benson	Argent P. W.	23 Sqn. Coltishall
Williams-Peck R.	St. Mawgan	Coe C. J.	Benson
Charley A.	2 F.T.S. Syerston	Bedford E. J.	Colerne
Hawkins R. E.	10 Sqn. Cottesmore	Bishop A. G.	H.M. Queen's Flight, Benson
Ayling R. F.	32 M.U. St. Athan	Cavacutti M. P.	St. Mawgan
Brewer B. J.	100 Sqn. Wittering	Lewis S.	Ballykelly
Carter R.	1 F.T.S. Linton-on-Ouse	Inskipp R. J.	32 M.U. St. Athan
Pope L. J. F.	H.M. Queen's Flight, Benson	Kitchin J. R.	Marham
Smith D. R.	St. Mawgan	Edmonds R. S.	Coltishall
Murphy M. D.	55 Sqn. Honington	Ward M. R.	Coningsby
Daniels P. J.	H.M. Queen's Flight, Benson	Fosberry C. J.	Coltishall
Waldron E. G.	32 M.U. St. Athan	Earp B. E.	55 Sqn. Honington
Grant D.	St. Mawgan	Webb T. W.	111 Sqn. Wattisham
Jubb R. P.	35 Sqn. Coningsby	Gwynn J. G.	Binbrook
Minnie J. G. L.	120 Sqn. Kinloss	Harris C.	Scampton
Walker M.	8 F.T.S. Swinderby	John S. G.	32 M.U. St. Athan
Moscat I. G.	29 Sqn. Leuchars	Rhodes Q. L.	Scampton
O'Halloran T. P.	100 Sqn. Wittering	Standing D. J.	Ballykelly
Allen R. J.	Colerne	Dugdale D. S.	32 M.U. St. Athan
Webb R. F.	111 Sqn. Wattisham	Harraway D. R.	229 O.C.U. Chivenor
King I.	111 Sqn. Wattisham	Davidson J.	1 F.T.S. Linton-on-Ouse
Bower H. L. B.	100 Sqn. Wittering	McCallum A.	111 Sqn. Wattisham
Killingray A. J.	Benson	McCaw D. F.	Waddington
Sout I. G.	Colerne	Greenwood B.	32 M.U. St. Athan
Carter G. H.	H.M. Queen's Flight, Benson	Bleakley M. J.	Scampton
Bennerson B.	St. Mawgan	Allen E. S.	Waddington
Sparkes D. P.	Waddington	Goodall C. M.	9 Sqn. Coningsby
Dalrymple J. L.	Manby (C. of A.W.)	Chapman G. P.	15 Sqn. Cottesmore
Gray A.	55 Sqn. Honington	Hunt I. E.	139 Sqn. Wittering
Rogers C. C.	Wattisham	Swann G. B.	56 Sqn. Wattisham
Fink P. F.	Benson	Gaglione R.	Ballykelly
Lally M. G.	32 M.U. St. Athan	Hacker R. J.	32 M.U. St. Athan
Giles W. J.	229 O.C.U. Chivenor	Vaughan G. T.	Colerne
Trenn C. P.	32 M.U. St. Athan	Stiles B. M. V.	St. Mawgan
Warden J. H.	139 Sqn. Wittering	Smith D. L.	Wattisham
Wrightson A.	C.F.S. Little Rissington	Brooks A. S.	Waddington
Faukner P.	H.M. Queen's Flight, Benson	Collier K. V.	23 Sqn. Coltishall
Allen D. H.	Benson	Ainley D.	1 F.T.S. Linton-on-Ouse
Davies P. B.	Benson	Meiklejohn N. S.	C.F.S. Little Rissington
Kirk J. M.	Waddington	Channon C. J. W.	Scampton
Prece M. B.	H.M. Queen's Flight, Benson	Field D. E.	10 Sqn. Cottesmore
Mead W.	Kinloss	Senior C. B.	Scampton
Allop M.	Scampton	Steptoe T. J.	Coningsby
Caley R. P.	Benson	Stockhouse M. L.	Manby (C. of A.W.)
Nethercoat J.	Scampton	Jubber J. A.	32 M.U. St. Athan
Altingham D. M.	Colerne	Ayling B. R. G.	15 Sqn. Cottesmore
Holden P. R.	Leconfield	McIntosh J. S.	6 F.T.S. Acklington
Wall T. M.	229 O.C.U. Chivenor	Ramsey A. J.	1 F.T.S. Church Fenton
Hatchett R. J. S.	H.M. Queen's Flight, Benson	Ralph M. A.	32 M.U. St. Athan
Richards R. G. H.	Manby (C. of A.W.)	Fielder T. J.	57 Sqn. Honington
Dougherty B. D.	32 M.U. St. Athan	Whittaker I. M.	32 M.U. St. Athan
Scott M. H.	204 Sqn. Ballykelly	Pickard G. C.	Benson
Edgley I. D.	55 Sqn. Honington	McAdam M.	120 Sqn. Kinloss
Hinnigan P. K.	H.M. Queen's Flight, Benson	Harris T. J.	189 Sqn. Wittering
Money J. V.	32 M.U. St. Athan	Moss R. G.	32 M.U. St. Athan
Williamson R. E.	A.E.S. Topcliffe		
Harry P. C. S.	32 M.U. St. Athan		
Padgett R. A.	55 Sqn. Honington		
Spinks R. P.	100 Sqn. Wittering		
Barker M. J.	St. Mawgan		
Beattie J. G.	Benson		
Palmer W. J.	Benson		
Clarkson J. D.	120 Sqn. Kinloss		
Patrick M. J.	St. Mawgan		
Perrin P. H.	Coltishall		
O'Neill M. N. S.	Colerne		
Buckingham A. J.	Marham		
Knox J.	Ballykelly		
Harding T. J.	55 Sqn. Honington		

THE FOLLOWING APPRENTICES ALSO GRADUATED

Moffat M.	4 F.T.S. Valley
Whittaker W. A.	Scampton

GRADUATED AS SENIOR AIRCRAFTMAN IN ADVANCED TRADES

Wroe B.	1 F.T.S. Linton-on-Ouse
Leary C. D.	Leconfield

OLD HALTONIANS' RE-UNION

6TH JULY, 1963

LAST IMPRESSIONS OF (3) WING

by R. E. Creasey (100th)

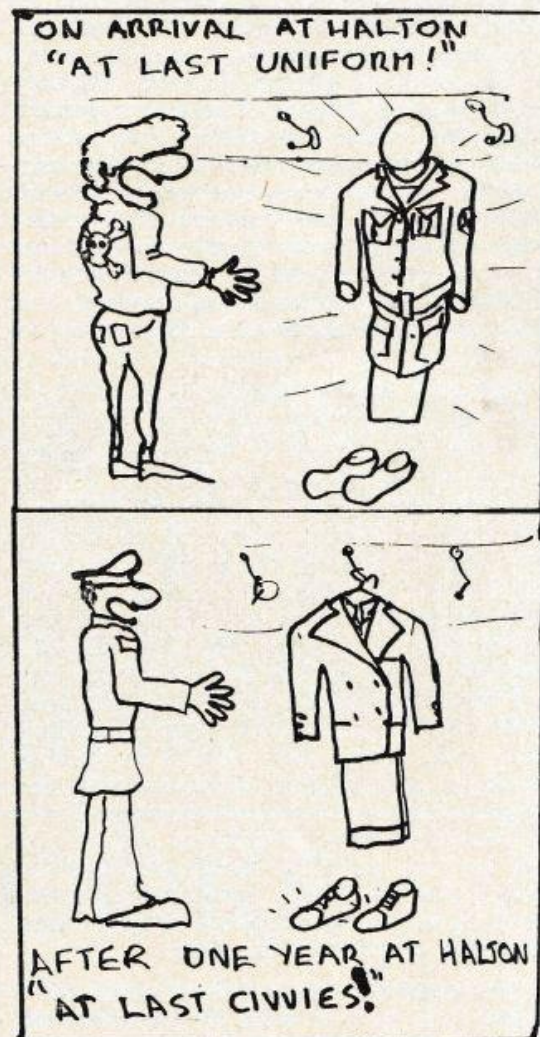
When I came to Halton at the beginning of this year, I accidentally wrote an article for the Halton Magazine, entitled 'My First Impressions of Halton'.* I have now been here almost a year, and I think I should give my last impressions of that much maligned establishment, 3(A) Wing.

When someone first arrives at Halton, he is mainly curious, a feeling which persists, in a lessening amount, until the end of his first term. This is then replaced by a sense of injustice at what is considered to be sheer tyranny on the part of the superiors of the poor, under-privileged, second-term apprentice. It is in this term that most people start convincing themselves that they belong to the best entry on the camp, sometimes with painful results!

It is during the third term that the fun really begins. At first a feeling of being lord of all creation reigns supreme and the entry becomes, to coin a phrase, highly 'stropy' towards the other two entries in the wing. Underlying all this jubilation, however, is an apprehensive curiosity as to what will happen when one 'goes up' into the senior wing. This is not helped at all by stories of atrocities beyond description brought back by the entry that has last gone up. Of course, by the time this is printed, I shall be in the senior wing anyway, so I shall know just what it's like up there.

As to the actual camp itself, there seem to have been few external changes since my arrival; the place is still windswept and rather bleak, and there are still many officers about, although some have departed recently. In fact, several changes have taken place, mainly in the way of redecorating the wing; this, of course, does not concern the average apprentice, who is happy as long as he is warm and well fed, with as little to do as possible. For this reason pay rises, and the prospects thereof, arouse greater interest, and in this line we seem to have done pretty well according to recent A.M.O's.

Well, there it is. We still haven't lots of things we would like, but with a little more seditious propaganda like this, and who knows, we may well be racing Nortons round the wing yet.



* 'First Impressions of Halton' appeared the Spring, 1962 edition of the Halton Magazine, on page 87.

SCHOOL NOTES

Our regular correspondent having disappeared beneath a pile of papers on the intricacies of the Legendre Function, and a heap of nappies, the School notes in this issue will lack his subtle and discerning wit, but are likely to cause the Editor less anxiety about the possibilities of receiving a writ or a rocket. Nevertheless we look forward to the return of our chronicler in our next issue.

His inspiration as a weather prophet in our last notes proved to be uncanny, for in the very week that the Autumn issue came out fog twice lingered long enough to cut short an afternoon's activities. The new term began on a similar note since on the first two days work finished early because of the extreme cold. Thereafter eager whispers about the chilliness of the atmosphere have been heard, but have passed unheeded, though an electricity failure did hasten homeward steps by a few minutes on one occasion.

Meanwhile the snell snithy snitering of the snow continues, icicles hang by the walls in the innermost quadrangles, and the short-lived thaw in the third week of term turned the Trenchard Library into a dripping grotto. To add to our woes the price of the tea swindle has gone up by 20% and at least one well-known face has been missing from the Common Room: its owner now drinks hot chocolate over in the huts. It is, however, quite untrue that a still has been set up in the chemistry lab.

On Saturday, 2nd February a return visit was made to Workshops. We thank our hosts for a most interesting and entertaining morning.

This term we lose Gp.Capt. Pitt, who goes to the School of Education at Uxbridge after more than three years here as Principal Education Officer. We are grateful to him for the hard work he has put in to make Schools a happy place, and for the help and encouragement he has given to this magazine, and our very best wishes go with him. In his place we welcome Gp.Capt. Mayoh, who comes to us from the Royal Air Force Technical College, Henlow.

We also wish happiness and success in their new appointments to Wg.Cdr. Cropper, Senior Education Officer, Applied Science, who is posted to Melksham, and Flt.Lts. Bryett, Early, Sutherland and Welsh. Flt.Lt. Bryett goes to the Higher Education Centre at Butzweilerhof, Flt.Lt. Early to the School of Education, and Flt.Lt. Sutherland to Aden. All three were at Halton for a remarkably long time, so long in fact that we expect their ghosts will eventually reside here. Flt.Lt. Welsh's departure to Saxa Vord was reported in the tailpiece of last term's magazine; for much of the time this term it has been warmer there than at Halton: it is certain that this will appeal to his sense of humour.



Applied Science?

We welcome Wg.Cdr. Duckett, posted in from Cranwell to take Wg.Cdr. Cropper's place, Flt.Lt. MacDonald to the Mechanics Department and Flt.Lt. Stables to English and General Studies.

We end on a very sad note in that we have to record the sudden death, on 4th December, 1962, of Sqn.Ldr. W. A. Oliver, who was Officer i/c Mechanics. Though his health had been uncertain for some time he was very much looking forward to his retirement from the Service at the end of February, and his death came as a great shock. We express our deep sympathy to his wife and two sons.

Bill Oliver joined the R.A.F.V.R. as an education officer in April, 1939, after several

years' experience in mechanical engineering in Scotland. He served as an education officer throughout the war and was commissioned into the newly constituted Education Branch in October, 1946. Since 1946, apart from one overseas tour in Aden, he served all his time in Technical Training Command: his duties included spells on the staff at Headquarters, Technical Training Command, and the Headquarters of the R.A.F. Technical College, Henlow; he was at Weeton for four years before coming to Halton in 1958 for his second tour here, which ended in his untimely death. His quiet, kindly humour and his interesting reminiscences will be sadly missed in Schools.

TECHNICAL TRAINING WING

WING HEADQUARTERS

On starting the first 1963 term the Wing's first task was to wage a running battle with the elements. Heavy snow-falls followed by freezing conditions during the Christmas Holidays made it appear impossible to continue normal training at the scheduled time. Large frozen snow drifts blocked the roads around the camp and it was thought unlikely that supplies of fuel, food and other essentials would arrive in time. Of course, we are quite used to being 'snowed under' by work, but being 'snowed in' came as quite a new experience.

Although the roof resembled a badly iced Christmas cake, on the whole the ancient workshops known so well to Old Haltonians came through the severe conditions reasonably well. Mopping up operations were started immediately and all backs were bent in the task of snow clearing, and many useful lessons were learnt. Great demands were made on the snow plough team and many hands made light work of the remaining ice and snow.

For their part, the A.M.W.D. chaps involved in our heating systems deserve a resounding pat on the back for pulling out 'all the stops'

in their endeavour to make training areas as comfortable as possible against extreme odds. It was good to see the old wartime camaraderie return as every one combined to defeat a common enemy.

The Wing soon got back to normal training and the Headquarters staff managed to thaw out the ink in time to produce these notes.

AIRFRAME FITTER SQUADRON

Congratulations to the 94th Entry on their 100% pass out. We wish them all the best in their new postings.

Last term saw the retirement of Mr. Len Cantello and Mr. Fred Mayne, J.P. Both served for thirty-two years as instructors, although Mr. Cantello donned service uniform and served as a F.S. during the period 1941—1945.

Mr. Cantello has had a varied career in engineering. He served as a locomotive engineer with the old London and South-Western Railway. He later travelled in the U.S.A. being employed by Westinghouse Co., where he helped to build turbines.

On returning to England in 1925 he purchased his famous pipe, filled it with old rope and puffed his way round the country

before settling at Halton in 1930. Here his pipe was used to kill blackfly on Bert Axel's broad beans, fumigate the projection room, simulate a chimney fire in Tedder Road, and act as a test bed for tobacco that goes into cigarettes costing one and a penny more for 90. Len invented the 'smoking jacket' by accident (he left his pipe in his pocket). Further development led to the production of the 'Blazer'; from here it was only a short step to that now essential possession,—a 'best soot'.

Cheerio Len! May you puff your way through a happy retirement.

Mr. Mayne started his service in the Royal Army Service Corps. On being demobbed he worked with several precision engineering firms.

He arrived at Halton in 1930 and has been a fine conscientious instructor throughout his 32 years' service. He has always been a popular instructor and we wish him a happy retirement.

Congratulations to Ch.Tech. Cassie, promoted from sergeant in December, also to F.S. Oldham, for a quick recovery from his 'flue' trouble. He is now top of the chimney fire league and it has been heard said that to date the fire section have used fifty packets of salt on his fires. Condiments of the season.

The section held a very enjoyable party prior to Christmas break thanks to those two hard working organisers, Ch.Tech. Payne and Snr.Tech. Hewer.

ENGINE FITTER SQUADRON

The 94th Entry managed to pass out with a satisfactory average of 69.7%, with all candidates making Junior Technician level. Congratulations to L/A/A Gunaratnam on being the first Ceylonese candidate in the trade of Engine Fitter to pass out highest in order of merit in his trade. Gunaratnam has also been recommended for commissioning in the Royal Ceylonese Air Force. Congratulations also to A/A Hatchett on winning the Crebbin-Robinson Cup and for having the highest average for practical fitting.

The long overdue removal of the old fan houses has certainly let more light in the workshops offices as well as providing more parking space for our apparently affluent staff members.

This Squadron has just about been pruned to the reduced establishment with the latest departures; they are:—

Ch.Tech. Frank Paul who has gone to Colerne, where no doubt they now have absolute quiet in the hangers.

Ch.Tech. Ken Robottom has proceeded rather reluctantly to 32 M.U., St. Athan. We hope that by now he has become re-acclimatised to his native Wales.

Snr.Tech. Taff Sullivan has also been posted to 32 M.U., but he will probably be on the move again shortly as he has been selected for training as air engineer.

Snr.Tech. Johnny Johnson will now be using his welding torch at Upavon; we hope he likes the change.

Cpl. Jim Jenner, the cheerful welder in No. 1 Bay, has left us and is trying a fresh start as a civvy in New Zealand. We wish him Bon Voyage and the best of luck.

Our civilian supervisor, Mr. Fuller, whose post was disestablished just as he set foot in Halton, has now been posted to Command Headquarters where he is to wrestle with our Technical Training Notes. Mr. Fuller's cheerfulness and sound common-sense approach will be missed. He has done a good job here.

The only new arrival since we last went to press is Cpl. 'Tex' Williams, who came from Wittering. We are assured that his nick-name has nothing to do with any overtime in the canteen.

Congratulations to Sgt. Tee on his promotion to Chief Technician and his almost simultaneous acquisition of a shiny new Hillman car—Well done.

We understand that Ch. Tech. Pilkington has been awarded a silver medal for public speaking by the London Academy of Music and Dramatic Art. We wonder if this means we will be subjected to arias from the Progress Section.

ELECTRICAL TRAINING FLIGHT

Our usual congratulations are extended to the 94th Entry Electrical Fitters, and although the much hoped for 100% pass was not forthcoming the result was not far from this achievement. We welcome the 102nd Entry to Halton and hope that they have now settled in successfully.

During last term a great advance was made in the workshops central heating system; in order to carry out this change, from coke-fired to oil-fired boilers, the boilers concerned had to be 'cut off'. The majority of the work was carried out in November and December. We never expected cold weather in November and December though, did you? Anyway 'Aladdin' appeared with paraffin stoves all round and we all lived happily ever after.

Ch.Tech. Crow, knowing what was coming, has left us for Germany and Ch.Tech. Byron, having suffered another British winter, has left for Aden.

As the trade being trained by the Flight is 'Electrical Fitter (Air)' it may not be surprising to learn that several aircraft are expected to be installed shortly for the Apprentices to 'get the feel of'. They may do well to remember that the object of installing the aircraft is to give them experience in tracing faults in aircraft electrical circuitry, and not to oblige budding 'hangar pilots'.

INSTRUMENT FITTER FLIGHT

The 94th Entry have now left us and we are pleased to report that although our part of the Entry was small in quantity, it was more than balanced by quality. In particular the results obtained by the Instrument Fitters (Navigation) were very encouraging indeed and a definite record.

We heartily congratulate S/A/A Bennett of the Royal Rhodesian Air Force who not only took so many of the prizes at Graduation but has also been awarded a cadetship in the G.D. Branch. To S/A/A Patterson we also offer our special congratulations on obtaining a direct entry commission in the Technical Branch.

These two N.C.O. Apprentices were largely responsible for the excellent team spirit shown throughout the course by our 94th Instrument Fitters, which we hope they will take with them and spread among the Instrument Sections they are joining.

During last term there was only one staff posting 'in' to follow those reported in the last issue and that was Cpl. Hunter (Instrument Fitter Gen.) from Royal Air Force Leuchars, to whom we extend a hearty welcome. There was also only one posting 'out', that being Sgt. Bennett, (Instrument

Fitter Nav.) who has now commenced guided missile training. He came to us from the Queen's Flight and did a very useful job with us as an instructor. We think he should do well on his course and wish him every success.

We congratulate the following:—

Cpl. Harrison (Instrument Fitter Nav.) on promotion to Corporal Technician, also to Sgt. Owen, Cpl. Burton and Cpl. Blackwell on passing the trade test for promotion to their next technician rank. They now confidently await time qualification for the rank.

The Instrument Flight Christmas Party was again held at the Little Abbey Hotel, Great Missenden, and was much enjoyed by the members of our instructional staff and their ladies. Our thanks are due to the small committee who made the arrangements for this very successful evening.

Our portion of the next Entry to graduate (the 95th) is very small, the smallest we have had, and we hope they will be 'little but good'. Having already taken the practical skill of hand test, we know that we retain the Crebbin-Robinson Cup this time, but a lot of really hard work will have to be done to approach the result obtained by their predecessors; so to both instructors and members of the 95th we say 'Go To It!'

ARMAMENT FITTER SQUADRON

Mr. Ivor Jenkins had been a popular and respected Instructor at this School since 1938. He and his wife were tragically killed in a road accident before Christmas. Generations of Staff, Apprentices, and ex-Apprentices deeply regret the loss of his quiet unassuming personality and his outstanding ability as a technical teacher.

Sqn.Ldr. R. G. Aedy (33rd) is now our Squadron Commander, in addition to that of Engine Fitter Squadron.

W.O. T. G. Pullin has completed his course at Newton with a 100% pass, and awaits a spell in the sunshine.

Mr. Goold has had a spell in hospital, including an operation. We wish him every happiness and good health in his pending retirement.

The 94th Entry has departed to units. We wish them success in their careers, and

commend their excellent record at Halton.

To our gloomy prophets we reaffirm our determination to 'press on regardless', in spite of one unfortunate deviation from our run of successes.

The retirement and non-replacement of Mr. Ted Atkins has left its mark (literally) upon the detested 'Brown Snake'.

Messrs. Stone and Stevenson have joined Messrs. Tranah and Elwell in Electrical and Instrument Squadron, which leaves us with a small complement which is determined to reflect the reputation of that other gallant 'Few'.

Congratulations and best wishes to Wg.Cdr. A. H. C. Markey (38th)—a former Squadron Commander here—on his promotion and appointment to Coastal Command.

Fg.Off. H. F. Stephen, assisted by members of this Squadron, has provided Halton with excellent small-bore shooting facilities. So roll up to the .22 Ranges you budding marksmen, where you may now shoot—and relax—in real comfort!

AIRFIELD TRAINING SQUADRON

At this time of the year, the Airfield staff are confronted with the usual mid-winter problems:—

- 1 How to locate the Airfield in the freezing fog.
- 2 How to cut a way through the snow-drifts once the bearing is obtained.
- 3 How to exercise the compelling charm necessary to prise reluctant apprentices away from the radiators and out on the tarmac to the windy corner by No. 3 Hangar. Here they can sample 'Actual Line Conditions'.

There is no doubt that the present seasonal inclemency is ideal for the instructors engaged on the 'Cold Weather Precautions' lesson. No training aids are required for this one. No

need to strain oneself in finding topical introductions. Everything is laid on by nature. A short walk outside, back to the classroom to thaw out, and then, to consolidate the lesson, another walk outside. There are not, as a rule, any questions from the class and the lesson GOES HOME.

Sqn.Ldr. Chiverton who has been Officer Commanding Airfield Training Squadron since March 1960, will be leaving the Service in February for civilian life. He was here previously, in the same capacity, from April 1951 to December 1953, and before that when he joined as an Apprentice in August, 1929, prior to going on to Cranwell where he trained at the Electrical and Wireless School.

Although at the time of writing, the precise nature of his work in civilian life is uncertain, we wish him and his wife and family well, and trust that they will enjoy the long holiday in the sun which they are planning.

The following instructors were posted out: Snr.Tech. Sullivan to St Athan; Cpl. Cocker to Ballykelly; Sgt. Jerred to Kuwait; Ch.Tech. Spreall to H.Q. Coastal Command.

We welcome the following to the Airfield: S.A.C.W. Bloxham from P.2, S.H.Q.; Ch.Tech. McDonald from Armament Squadron.

ELECTRICAL TRAINING FLIGHT SPORTS

After last season's excellent display by the Electrical Training Flight soccer team our fixtures have been few; this has been especially so since the defeat, by the section, of the Station Second XI (which contained two First XI players). The main difficulty is finding strong enough opposition, but the team keeps in training by playing for many of the local soccer teams and several players play for the Station Soccer First XI; dare we say 'just to keep in trim'?

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APPRENTICE WING NOTES

No. 1(A) WING NOTES

We said farewell at the end of term to the 94th Entry, who were fortunate in that the December sunshine paid one of its few brief visits for their graduation parade, albeit that rime frost covered the surface of the parade ground and the spectators shivered in their seats.

F.S. A/A Upton and C/A/A Cosens are to be congratulated on being selected for Cranwell cadetships in the Equipment and General Duties Branches respectively.

On 12th December, 1962, A/A Steptoe (94th) and L/A/A's Adcock and Woodland (96th) went to Buckingham Palace to receive their gold awards for the D.E.A.S. from Prince Philip, who was accompanied by the secretary of the award scheme, Sir John Hunt.

Sport played during the autumn term found the 96th Entry well to the fore. In a swimming match against the 97th, whom they overwhelmed, there were several novelty races to add to the fun. The water polo match allowed the 96th to rub in their victory to the tune of 8-1. In the B.K. cross country fine running by Lewis, Cantrell, Holmes and Dingle helped the wing to gain a resounding win. The 96th provided most of the Wing Rugby XV which took over the School's Wednesday fixtures which they fulfilled with a fair measure of success.

Congratulations go to Sgt. Meehan and his wife on the birth of their daughter Loretta.

A/A's Joy and McGaughey of the 98th represented Halton in the Lord Wakefield Trophy competition at Henlow, Joy gaining the Middleweight Title. He also proved that he has more than just brawn by heading the list of contenders in the G.C.E. General Paper.

L/AA/ McAlister (98th) was chosen to lead the pack for the R.A.F. Colts' XV against North Midlands. A/A Molden (98th) was 2nd in the B.-K. cross-country, and the first 1 Wing man home.

The members of the 98th who played Santa to local old age pensioners are commended for their initiative and generosity.

L/A/A Rogers (98th) has been lucky enough to be selected to accompany Lord Mountbatten on a tour of South America.

No. 1 Squadron says farewell to F.S. McIsaac who, having done his time in the Apprentice Wings, has been posted to Admin. Wing. The 98th Entry wish him well in his new post.

Social activities in the Wing include Bingo for Premium Bonds, which superseded the terpsichore of the 100th, whom we welcome this term. Winter sports have been popular with sledging and skiing on the golf course (using the suicide skis of a well-known flight commander). Ice skating at Streatham and ten-pin bowling have also attracted supporters.

NO. 2(A) WING NOTES

Staff

Since the last issue of the Halton Magazine there have been a number of changes of staff in No. 2(A) Wing. Our congratulations to Sqn.Ldr. D. A. Wood upon his promotion in January, and to Sqn.Ldr. Spottiswood who received his promotion on posting from Halton in August. Sqn.Ldr. Spottiswood has since been posted to America. We wish them both every success in the future.

Flt.Lt. J. R. Harper has left us to attend a conversion course at Manby after which he is posted to the Empire Test Pilots' School at Farnborough. His place as Officer Commanding No. 2 Squadron has been taken by Flt.Lt. R. W. Burgess who recently returned from a flying tour in Germany.

We welcome Fg.Off. F. W. Burns to the Wing, as Wing Physical Fitness Officer, and congratulate him on his selection for the first England Rugby Trial at Carlisle in November. Finally, with the re-opening of the No. 1 Wing Mess on completion of modernisation we were sorry to lose W.O. Hope from the Apprentice Mess. In his place we have F.S. Dodd who manages somehow to keep abreast of the Apprentices' appetites—no mean job at any time, but special mention must be made of the Christmas Dinner he provided for the Apprentices—a masterpiece of catering both of quality and quantity.

Band Competition

The band competition proved to be the one sphere in which No. 2 Wing excelled during the Autumn Term. In this competition we won four of the seven classes: The Silver Pipe was won by Pipe Major McCaig (95th Entry) who played a faultless 'Black Watch Polka', and the Best Drum Major of the day was A/A Boyd (99th Entry). The two other classes for which the laurels came to No. 2 Wing were the 'team events', the Best Pipe Band and the Best Corps of Trumpeters. The Pipe Band were undoubtedly the most polished pipers, but the Corps of Trumpeters had to play their full repertoire before convincing the judges of their superiority.

In the Silver Drum event—won by A/A Maken (98th Entry)—the 95th Entry drummers made a very sportsmanlike gesture and declined to participate. This was an event which they were expected to win but they decided to foster the spirit of Competition amongst the more junior entries and withdraw from the competition—or was it an attack of stage fright? One is assured on the best authority that the latter was not the case.

Sports

The Autumn Term was not a happy one for the sportsmen of the Wing for in all events in which the B.K. Competition was decided No. 2 Wing proved only second best.

Basketball

The Senior match proved to be a very exciting one and was eventually decided in extra time, and then only by the narrowest of margins. No. 2 Wing scored 53 points to No. 1 Wing's 55. The team was captained by Vince—who also scored 31 points, the other leading scorer being A/A Mitchell (97th Entry) with 17 points.

In the Junior match however No. 1 Wing's victory was more decisive for they scored 37 points to No. 2 Wing's 29. The outstanding player in the No. 2 Wing team was McCrum but one player cannot win a match. It is hoped that with more experience in the coming months our players may get the edge on their opponents and prove victorious next time.

Cross Country

The cross-country B.-K. competition resulted in an individual victory for 2 Wing, but a team victory for No. 1 Wing. The first man home was Gerrard (95th Entry) who ran a well judged race under ideal conditions. This personal victory however, did not prevent No. 1 Wing from winning the Team Race by 52 points to No. 2 Wing's 87 points.

It was a pity that A/A Wooldridge (99th Entry) was unable to run, but he was still suffering from the effects of his hospitalisation. He was subsequently chosen to run for the Royal Air Force, but he was unable to accept the invitation as he was still unfit. We wish him every success with his running in the future and look forward to seeing him win the B.-K. Cross Country run next season.

Shooting

The B.-K. Shooting Match was held on Tuesday, 13th December, 1962 and the Wing suffered defeat at the hands of No. 1 Wing by 1084 to 1124 points. L/A/A Mitchell and A/A Rattigan were the highest scorers for No. 2 Wing with 189 and 188 points respectively; other members of the team were:—L/A/A Wood, L/A/A Barski, L/A/A Clapham and A/A Boyd. We hope for happier hunting next season.

No. 3(A) WING NOTES

In comparison with reports in previous issues there have been relatively few changes in the members of the permanent staff during the period under review. However, we did lose Sgt. Cox, P.T.I., to R.A.F. Jurby in September for a three months' course, and we understand that he has now graduated and has been posted to R.A.F. Topcliffe as a brand new Pilot Officer in the Physical Fitness Branch. Our congratulations also go to Cpl. Hurst of No. 2 Squadron on his promotion to Sergeant. Sgt. Hurst recently completed the R.A.F. Admin. course, and has now been posted to R.A.F. Locking. In exchange, we welcome to the Wing Sgt. Jenkins to relieve Sgt. Cox, and Cpl. Marsh to relieve Sgt. Hurst, both from R.A.F. Bridgnorth.



The 99th Entry provided a Guard of Honour for the visit by the Rt. Hon. Hugh Fraser, Secretary of State for Air

(Photograph by courtesy of 'Bucks Advertiser')

The 100th Entry held their Pass-On Parade on Saturday 15th December before some three hundred parents and friends. The parade under the command of Sqn.Ldr. P. V. Ayerst, D.F.C., was reviewed by the Senior Training Officer, Gp.Capt. R. C. Fordham, C.B.E., who complimented the Entry on their very good standard of turnout and drill. The parents were entertained to coffee in the Wing club, and were shown around the Wing, Schools, and Workshops by their sons and finally joined the Entry for lunch in the Maitland Mess. At the time of going to press, the 100th Entry have now physically moved to the Senior Wing where we wish them much success and good luck for the remainder of their training.

The end of Winter term sports competition for the Cock 'O' Walk Shield was won by

No. 1 Squadron (again the 100th). However, they were made to fight all the way by some very enthusiastic opponents from the remaining two Squadrons, and the final result was in doubt until the last minute of the competition. It was most encouraging to see so much effort and enthusiasm from all participants, and so much support from the wildly cheering, hat throwing spectators. It is doubtful if all hats found their way back to their true owners before the Christmas holidays started. No. 1 Squadron won the soccer and hockey, and were held to a draw by No. 2 Squadron (101st) in the hard fought rugby match. The cross-country was won by No. 3 Squadron (102nd), and the basketball by No. 2 Squadron. The shield was formally presented to No. 1 Squadron (represented by A/A Jenkins, captain of rugger) by Wg.Cdr. A. G. White, B.E.M.

Our congratulations go to A/A's Carrott, Clayton, Hulse, and Smith who completed the Second Series of the Duke of Edinburgh's Award Scheme during the Winter term, and have thus qualified for the Silver Award. Our congratulations also to A/A's Hurst (101st) and Percival (102nd) on their selection as Commandant's Stick Boy in October and November respectively.

The term was brought to a successful conclusion by the traditional Christmas dinner on the evening of the 17th December when the permanent staff waited at table for the Wing. Dinner over, the evening concluded with some very good entertainment, provided by the Wing's 'Voo-doo', jazz, rock, or twist groups, and singing led by Flt.Lt. Quant. It was inevitable that the star prize (an electric shaver) in the Wing Christmas draw held

during the evening, was won by the camp barber!!

At the time of going to press, we are within a few days of the arrival of the 103rd Entry. We extend a warm welcome to them, and sincerely hope that the eighteen inches of snow currently lying on Maitland parade ground will have disappeared in sufficient time to allow the entry to enjoy to the full their ABC weeks at Halton!

In conclusion, a recent spring clean of the Wing Headquarters revealed a few items of nostalgic interest to old Haltonians in the form of a tattered green coat and set of moulding harness (eventually identified as the property of the late F.S. (goat) Lewis, but bearing the chevrons of corporal); a set of puttees; and a swagger stick.

THE GAME OF SQUASH RACKETS

by Flt.Lt. T. G. Stephens

At no other game can there be the same amount of pleasure for two players, whatever their standard, than there is at squash rackets. It is important that, if a player has no intention of playing the game competitively, he should find a partner of his own standard. However low the standard may be, provided both players are equally matched then they are sure to derive plenty of exercise and pleasure out of the game. The game is played in an enclosed court, so that the players are not bothered with the tedious business of having to spend half the time retrieving the ball from distant parts outside the boundary of play! If competitive squash is played, then the players have to get fit in order to play, regularly practise the skills of the game, and consistently play opponents who are slightly better than themselves. In this respect, it becomes very hard, but pleasurable work.

Probably the reason why more people do not play squash is the lack of publicity it receives. This in turn is due to lack of viewing accommodation. Yet, as a spectator sport, it must be difficult to beat, with plenty of

