

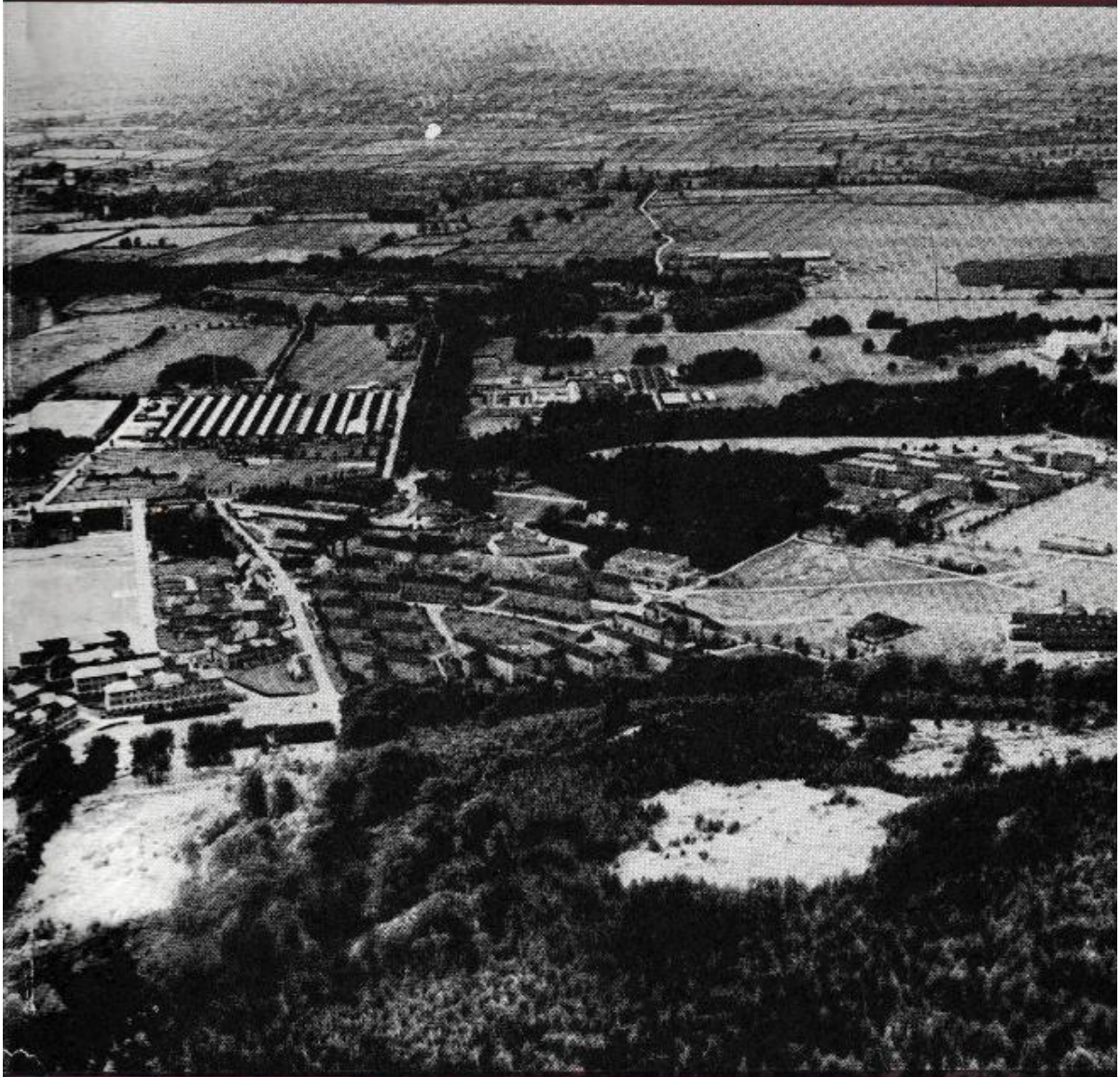
The Haltonian Magazine

47 Edition

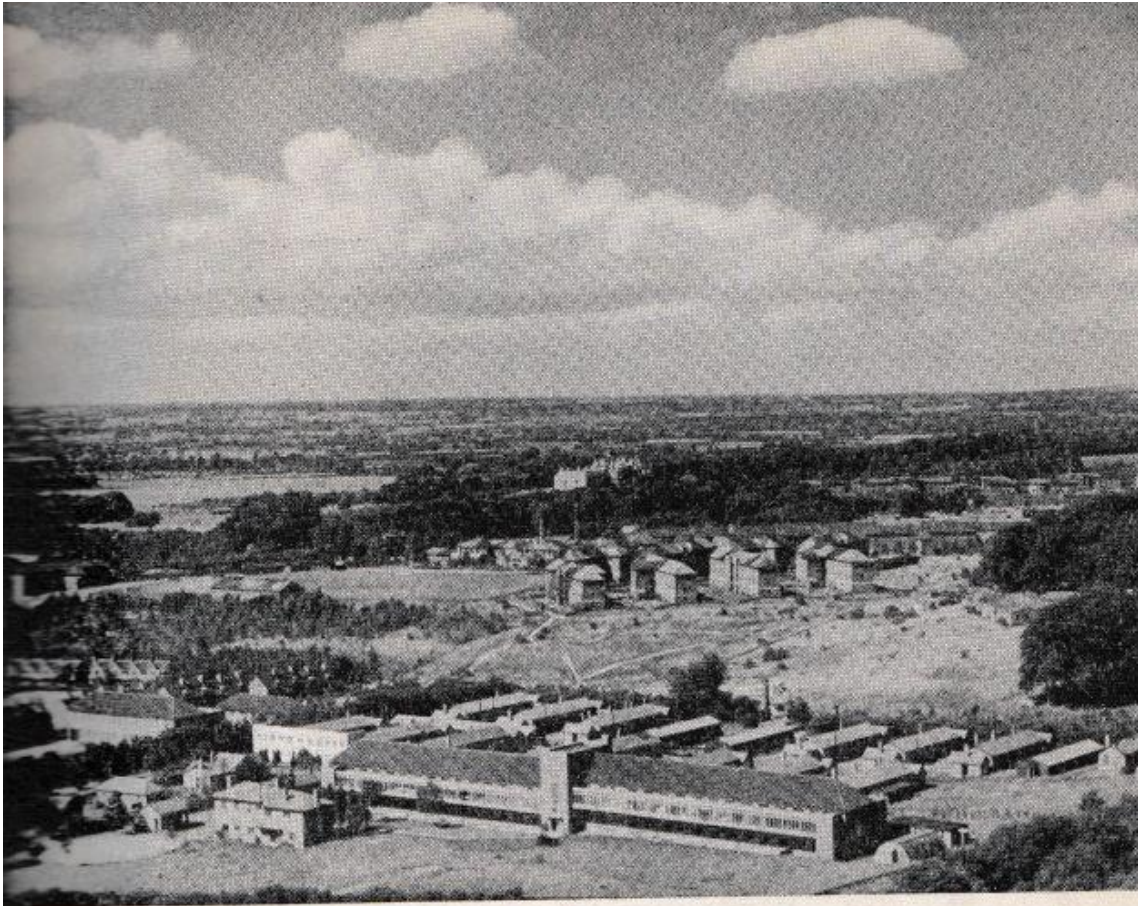
Christmas 1946

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THE HALTON MAGAZINE



CHRISTMAS - 1946



Halton

by Geoffrey D. Holland

THE HALTON MAGAZINE



Christmas 1946

EDITORIAL

This column of the Halton Magazine, Vol. 1, No. 1, Easter 1924 begins :—

"A New Born babe has a habit of thrusting himself on people who are quite uninterested in him. We believe, however, the Halton Magazine is a sturdy child, born in due season and not unwanted. May it live long, and ever be a credit to the proud name it bears.

In the great drama of "Halton" this Magazine has to play the name-part. It seeks to portray Halton in every mood—Halton the care-worn, Halton the care-free; Halton the grave, Halton the gay; Halton. If it can do this faithfully, yet withal artistically, it will have served its end."

Two years later the "new born babe" is already feeling his feet!

"EASTER 1926—With the Easter issue, the Halton Magazine begins the third year of its young existence, and can claim, with confidence, to have established itself as a permanent and we hope, not unimportant factor in our Station life. If the praise we are continually receiving from our readers is any measure of our achievement, then we are undoubtedly doing well. . . . With a circulation of over 5,000 copies per issue, we feel that most ranks on the Station are also doing their bit. There are, nevertheless, still certain sections of Camp personnel who are not rallying to the magazine to the extent they should, and we appeal to these to come in and toe the line. There is room for everybody, and the only permissible change in the circulation that we can countenance, is that of increase. If any particular section of Camp personnel feel that their doings are being neglected in the magazine pages, we can only assure them that the fault is theirs, not ours. We are at all times pleased to publish relevant contributions, if only those concerned will send them in."

If we consider the present issue of the Halton Magazine in the light of the hopes of the 1924 Editorial and the self-praise and righteous rebuke of the 1936 Editorial, we may feel perhaps that there is too much of "Halton the care-worn" and too little of "Halton the care-free." There is quite enough of "Halton the grave" and certainly very little of "Halton the gay." The word "gay," however, belongs to a past era and if we substitute "happy" for "gay" we may claim that the present issue does portray Halton's present mood.

Also, though we cannot claim anything like the pæans of praise our 1926 Magazine Staff evidently received, we can point to a circulation of between 4,000 and 5,000 copies for the Summer 1946 issue—even if 2,000 of these were ordered by the Air Ministry. Postal orders from old Haltonians have increased to some 200 copies. Finally, if any section of Station personnel "feel their doings are being neglected" the answer is to be found in the last two sentences of the 1926 Editorial.

We are honoured in this issue of the Magazine to be able to include a portrait of and a message from the Chief of the Air Staff.

We are proud of the praise earned by the August 1943 (47th) Entry at the Passing-Out Inspection in July 1946 and shall not easily forget the sincerity and inspiration in Air Marshal Sir Roderic Hill's address after the parade.

Victory Parade memories—almost forgotten in the stress of present-day life—are perpetuated in this issue in the form of photographs and by impressions from Halton representatives. We hope in the next issue to include "shots" from the R.A.F. Film "Steps to the Sky" and by the time these lines are in print to have seen "Ourselves as others see us" in the actual film. Whether this experience will prove to be a trial or a triumph remains to be seen. Those in the know are maintaining a discreet silence regarding the successes or failures of the individuals starring in the film.

(Continued foot of page 17)

PASSING OUT PARADE OF THE 47th ENTRY



Speech given by

AIR MARSHAL SIR RODERIC M. HILL,
K.C.B., M.C., A.F.C., A.D.C., Air Member for Training,

ON THE OCCASION OF THE PASSING OUT OF 47TH ENTRY
AIRCRAFT APPRENTICES ON 31ST JULY, 1946

AIR VICE-MARSHAL LEASK, AIR COMMODORE TITMAS, AIRCRAFT
APPRENTICES, LADIES AND GENTLEMEN,

It is something more than a pleasure to come and speak to you on the Passing Out of the 47th Entry. As you know, the 47th Entry is the first to have passed out post-war that has been through the full three years' apprenticeship scheme. It is not only that you have done well, very well indeed, that it gives me great satisfaction to come and talk to you—60 per cent. of A.C.1's in the final results is no mean achievement—but in the real sense you have matched yourselves with an important occasion, a manifestation of the birth of the post-war Air Force. That is a very important thing. Your bearing, your behaviour, and your drill on parade was most impressive and that, to my mind, is a sign of your excellent discipline and your pride in Halton. I can see I have only to look at your faces, although you seem so anxious to get away from it. The times I have visited Halton I have always seen that look and that proud tradition carried on.

Your Commanding Officer's report of your achievements in athletics and games is really a very, very unique one. It is all the more creditable when considering this travelling and transportation and how difficult it is to get

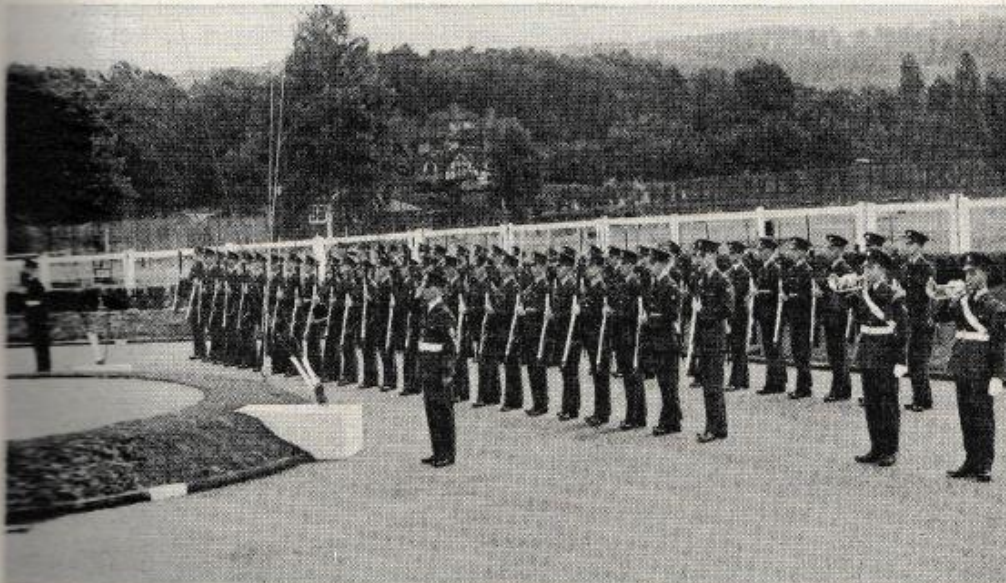
about. I have been told that your rifle and pistol shooting has been outstanding, and in the Cross Country I hear that you have won both the Senior and Junior Bucks Championships. All that is a very good show.

All this enthusiasm, all this keenness, all this skill of mind and body, are going to find opportunities which were never greater in the past. I need hardly tell you that you are now living in a time of great new developments. One has only got to read the papers every day to see that the whole political structure of our world is in a state of terrific internal stress ; our social fabric is bearing an excessive load, and the problems which face our Service, and the whole nation, will demand young men with courage and keen intelligence. You, especially those who are passing out today, are among those who will soon be the very sinews on which we shall depend for our strength. That is why your training is of such supreme importance.

As we have heard just now, the 47th Entry is a sign of the times. It is the first Entry to have had instruction on gas turbines and jet propulsion. We have got to bend our apprenticeship training to its greater task. It does not need me to point out the difficulties. What will be of particular interest to the 47th Entry is, that on first leaving here you will be given improver experience. The majority of you will be going to St. Athan, and there you will be given every chance and opportunity. You will be serving as airmen—with airmen's pay and privileges—and in such a way as to try and widen your experience as much as possible and to make the most of your opportunity. The Central Trade Test Board, I need hardly say, will take the closest interest in your work.

Another sign of this re-emergence of the permanent Air Force is that for the first time since 1939, cadetships have been awarded for Cranwell leading to permanent commissions in the G.D. Branch, and I have already had the opportunity of congratulating S/A/A Muff and C/A/A Manning, and I congratulate them most warmly again, and wish them a very successful career.

In this mechanical and electrical age no amount of valour in the Royal Air Force can offset technical weakness. Therefore the technical side of the Service, with its officers and men, is of equal importance to the flying and fighting side.





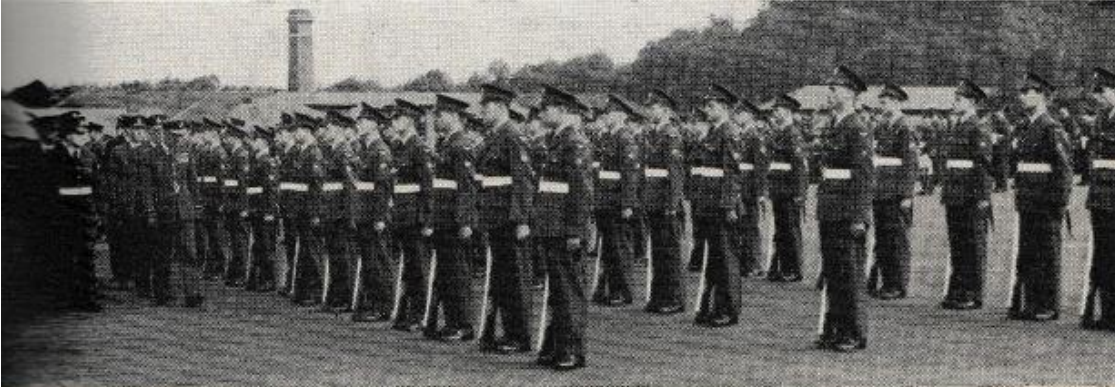
As you know, in 1940 a Technical Branch of the Royal Air Force was formed comprising Engineering, Armament and Signals Sections, to which later the Electrical Engineering section was added. It has now been decided to place this Technical Branch on a permanent footing. The importance of this to you of the 47th Entry is that the bulk of the Officers of the Technical Branch will be drawn from our Aircraft Apprentices and its quality and achievement will largely be determined by your quality and achievement. I am happy, therefore, to announce that three Apprentices, selected for their zeal and ability, have been selected for cadetships leading to further training for permanent commissions in the Technical Branch. You three, Rowe, Holden and Green, are, as it were, the pioneers, and many more of you will be selected for commissioning in the Technical Branch.

Many more of you will be selected for commissioning after some years' experience as technical tradesmen. Others will get the chance, if they are physically fit, of becoming aircrew and serving for five years or more, a proportion of these returning after that fine experience to a technical career.

As a background to all our various activities and branches, let us remember that the Royal Air Force is one great family. The best aircraft, though its job is done in the air, spends most of its time on the ground in the hands of its maintenance crew. Some of them may fly with it as aircrew, but whether they do so or not, when it takes off on its mission, every man knowing he has done his bit as perfectly as he can, knowing that every item of its equipment has had the utmost human care expended upon it, this is their finest hour, the consummation of their work and the reward of their labours.

About two years ago I was sitting on the runway at Farnborough in the cockpit of one of the first Vampires. I had been briefed as carefully as possible in the cockpit drill, I had been briefed in all that was known of vital actions and emergency procedure, I had a strong sense of anticipation for my first flight in that remarkable little aircraft. What was it that gave me the greatest kick. It was not that this aircraft was the peak of design of a celebrated firm; it was not even that at that time it was considered the fastest aircraft in the Royal Air Force—if not in the world; it was not that the turbine was turning over so smoothly. It was none of these things. It was that look of mutual appreciation in the eyes of the fitters who were already standing back as I closed the hood, that glow of pride in their eyes that encouraged my confidence.

When you, too, pass in to the Royal Air Force you will find that you do not work alone, but as members of a great professional team capable of overcoming all hardships and difficulties, and I can assure you that they will be great and many. In these hard times the skill of the Royal Air Force is ebbing away through demobilisation and what it needs more than anything is new sap to rise, new blood. It needs you who are passing out—your skill, your standard of work, your pride in Halton, and all those high criteria of work for which Halton is so famously renowned. Put your best into it and you will find that so to work, whether the part is great or small, in the end will be utterly and completely worth while.



(Continued from page 11)

We extend a hearty welcome to Group Captain J. Mutch, who succeeded Group Captain A. A. A. Hickman, O.B.E., as Senior Training Officer, in August 1946.

The Halton Society suffered a set-back in the loss of Flight-Lieutenant J. F. Powell on transfer to R.A.F. Cadet College, Cranwell, Flight-Lieutenant R. T. Griffiths has taken over as Honorary Secretary of the Society and Flight-Lieutenant B. P. Jones is extending his activities to include charge of the Halton Society Dramatic Section.

The Clerk of the Weather, not satisfied with ruining the cricket season, also has a spite against Station Rugger. Last spring, three of the four impressively tall goal posts on the Station Ground, collapsed in a gale and this autumn a 95 m.p.h. gust of wind lifted the Station Rugger Stand roof and uprights clean over the lower road to Halton House, leaving a section of the roof in the tree-tops of the spinney behind the stand, and depositing the remainder of the roof in the Park beyond the spinney. For some time after the disaster, Slide Rules, manipulated by earnest young A/As. frantically working out lift coefficients or some other nonsense, ran hot in their "bearings."

The September 1946 (54th) Entry is settled in and is already looking forward to looking down on the January 1947 (55th) Entry.

All "Good Luck and Good Wishes" to the February 1944 (48th) Entry now in the throes of Final Examinations and Passing-Out preparations.



The Victory Parade—London

As seen by L/A/A Chester

12th June 1946.

Dear Bernard,

So you would like all the “gen” on the Victory Parade?

Well, I’ll do my best and let you know how I, an aircraft apprentice, assisting the civil police to hold the crowds, saw it.

First came the endurance test, the long wait before the march. That I think tried everyone. You see I was stationed on the Victoria Embankment in front of the Royal Air Force Memorial and not being on the mechanised column’s route I had to wait from seven in the morning when we started our duty. What a wait! A full four hours! But they passed surprisingly quickly now that I look back on them. Sitting on the road, almost behind me, were two ladies: I and the people nearby couldn’t help over-hearing what they were saying—not that we wanted to appear rude. They were passing jokes of all descriptions and I don’t think five minutes passed without screams of girlish laughter coming from them. I say “girlish,” though I am sure they were both in their mid-forties. Everyone was in such a gay and happy mood that it was easy to account for their “girlishness.”

(Continued on page 20)





The Victory Parade—June 8th **Submitted by S/A/A Holden—47th Entry**

Hitler's ambition of marching through London might easily have resulted in a similar celebration to that which took place on 8th June 1946, but I, among many, saw who and what had shattered that ambition. It was Victory Parade and people came from far and wide. They formed my first and might I say my most lasting impression of the Parade. They had patience; they followed the surrounding crowds in their reactions; but nearly all had something special to look for and their comments were very varied.

I had been selected to assist in controlling the spectators and consequently I had a good view of the parade and an opportunity of studying the crowd. It was my first experience of being anywhere near such a multitude of people, all with a common object in mind—to get a better view. Many of them rushed about in vain trying to find a small space. It is doubtful if they saw the parade at all, but they managed to mix with the crowds. More than once I had to smile to myself at comments from the rear. One small boy accompanied by his father could not understand why one unfortunate woman should faint and have only one ambulance attendant whereas another had been attended by two or three!

(Continued on page 21)





(Continued from page 18)

At last the parade started! First the Royal Procession with our King and Queen and the two Princesses making a perfect picture in the Royal Carriage, escorted by a Captain's Escort of the Household Cavalry, all in full dress uniform: a sight never to be forgotten.

Then came the marching column. They were contingents from the Allied Forces and from all our Dominions. Next came the civilian services which consisted of every service possible even down to the hard-working "British Housewife."

The Royal Navy, Army and the Royal Air Force followed amid wild cheering, the clattering of rattles, yells and whistles with the waving of flags and bunting from the crowds of gaily coloured British peoples packed tightly behind us.

I had a laugh when the "Snoops" marched by—Yes, "Snoops" of all the Services. You should have heard the hisses and boos—the only ones in the whole parade.

There was one thing that I think touched everyone's heart and that was when the procession halted for half-an-hour to give all concerned a breather. The "Aussies" were opposite me, when, most shyly, a little girl crept forward and offered a soldier a drink from her bottle of lemonade. That started things, as straightaway everyone after having the ice broken, rushed out to offer to friends from overseas, drinks, cakes and smokes of all kinds.

When the show was over we were as it seemed given a few minutes' grace before down poured the rain; everyone made frantic dives for shelter. Then from doorways and windows and the pouring rain all proudly watched the "fly-past" staged by the Royal Air Force.

By the way, our boys—the "drums" I mean—were in the parade, being proudly led by our much admired and faithful mascot "Lewis."

I met Jean in the evening and together we enjoyed the sport of watching the extremely happy and grateful peoples of England in their grand old capital London. About the firework display and the evening celebrations for which the weather fortunately cleared up—well I think I'll have to leave them until next week.

Cheerio and all the very best,

ROBIN.



The Lord Tedder inspecting R.A.F. personnel at the Mansion House

(Continued from page 19)

There was one tense moment when we all thought the Royal Family were about to pass but to our surprise a black dog, madly cheered on its way, came into view. Having assured himself that all was well he turned back and I suppose somewhere *en route* met the Royal Family.

The appearance of the Royal Family symbolised much of what the people came to see—a peace-loving family at the head of representatives of peace-loving nations.

Much cheering and pushing went on. As each marching body went by, I tried to visualise what each unit had contributed to the war effort. Spectators reminded me of my duty as one person after another pushed to the front to put himself in sight of a passing relative or friend. Each person seemed to have a particular part to look for. I for instance wondered when “Lewis” the now well-known goat mascot would appear. A proud feeling crept over me as the “boys in blue” did pass, representing the small part I had played.

Time went on and as the last man passed people began to disperse. What did they all think? Had they witnessed a Victory over all victories or did they realise that such a parade had been staged at a time when many unsettled world problems still exist? Whatever they thought it is over now and I, among many, will never forget it.



WORKSHOP TRAINING NOTES

Since the Summer Edition of the Halton Magazine was published the 47th Entry have left Halton for St. Athan. The Passing Out results of this Entry were as follows:—

| | | | |
|-----------------------------|-----|-----|--------|
| L.A.C. | ... | ... | 7. |
| A.C.1. | ... | ... | 127. |
| A.C.2 | ... | ... | 73. |
| Transferred to No. 48 Entry | ... | ... | 4. |
| Entry Average | ... | ... | 61.6%. |

For the first time since 1939, Cadetships were offered to enable selected Aircraft Apprentices to obtain Commissions in the General Duties and Technical Branches.

CADETSHIPS.

S/A/A. Holden, Technical Commission; L/A/A. Green, Technical Commission; L/A/A. Rowe, Technical Commission; S/A/A. Muff, General Duties Commission; C/A/A. Manning, General Duties Commission.

PRIZE WINNERS.

Fitter II. Airframe :—S/A/A. Muff (1st); A/A. Drysdale (2nd).
Fitter II. Engine :—S/A/A. Holden (1st); L/A/A. Green (2nd).
Fitter II. Armourer :—A/A. Bright. *Instrument Maker* :—A/A. Thom. *Electrician* :—C/A/A. Ellis. *Manual Dexterity Prize* :—S/A/A. Holden.
Outstanding Sergeant Apprentice :—S/A/A. Barber. *Highest Aggregate* :—S/A/A. Holden. *Elliot Memorial Prize* :—A/A. Langley. *Crebbin Robinson Cup* :—A/A. Thom.

The Entry is to be congratulated, particularly the Cadets and Prize Winners. It is hoped that they will maintain the present high standard throughout their Service Careers.

Under a recently introduced policy, all Entries undergoing the present Training Scheme will complete a year at St. Athan on overhaul of aircraft immediately after leaving Halton, the object being to give them that final experience under specially supervised conditions to fit them for service throughout the R.A.F.

At an early date it is anticipated that an entirely revised Training Scheme will be operative whereby Aircraft Apprentices of all trades will be given a period of comprehensive training on a common basis. The syllabus will embrace:—

- (a) Basic Fitting and Machine Shop.
- (b) Carpentry and Wiring.
- (c) Coppersmith and Welding.
- (d) Foundry and Forge.

After trade selection Aircraft Apprentices will be given Trade Training at other selected schools.

The Battle of Britain was commemorated on Saturday, 14th September 1946 when the Station was opened for inspection by the general public

Despite adverse weather conditions many people availed themselves of the opportunity to acquaint themselves more fully with the Workshops, and the Training of Aircraft Apprentices. The attendance was good and the visitors realised that the R.A.F. of the future will be trained to uphold the traditions and high standards which have gone before.

Ex-Aircraft Apprentices will no doubt be interested to learn that Mr. A. B. Winsor and Mr. H. J. Woods, who have been associated with Aircraft Apprentices Training since February 1923 are still playing a very active part in the Fitter II. Engine Section. Mr. Winsor rejoined Halton a few months ago after a three-and-a-half years absence with the Royal Navy, during which time he met many ex-Aircraft Apprentices both serving with and attached to the Senior Service.

Mr. Simpkins and Mr. Catley are the two Senior Fitter II. Airframe Instructors. The former has been associated with Aircraft Apprentices' Training since July 1923 and the latter since November 1925.

P. F.

Fitters II E

Since the last report the 47th Entry have completed the Final Examinations, the results of which were as follows:—

L/A/C 4; A/C/1 42; A/C/2 25; Transferred to No. 48 Entry 1.

Four Aircraft Apprentices of the Entry were awarded Cadetships, *viz* :—

Technical Commission :—S/A/A. Holden; L/A/A. Green; L/A/A. Rowe.
General Duties' Commission :—C/A/A. Manning.

The Instructional Staff extend their congratulations and best wishes to the Cadets, particularly to S/A/A. Holden for his outstanding achievements, to L/A/C's, and to A/A. Langley who despite the handicap of lost time during Training succeeded in being awarded the Elliot Memorial Prize. Better luck next time for the remainder of the Entry. It is hoped that during their stay at St. Athan they will individually be successful in obtaining a higher classification at the first available opportunity. The achievements of the Entry generally are in keeping with what is expected of an Entry trained under the three-year scheme.

The 48th Entry would do well to mark the attainments of the 47th Entry and it is hoped that they will at least emulate the example set by that Entry. The standard is high but it is anticipated that with a little more effort on the part of certain Aircraft Apprentices the Final Examination results will compare favourably with those of previous Entries.

It would appear that some outstanding results will be achieved by the 49th Entry providing that individually the Entry attends to details and that a more serious view is taken of Training on the part of some Aircraft Apprentices of the Entry.

Very good progress generally has been maintained by the 50th and 51st Entry. Similarly the 52nd Entry show every indication of being a very promising Entry.

The 53rd Entry commenced training during May of this year and they appear to lack none of the attributes of their predecessors.

Many Aircraft Apprentices and Instructional Staff are no doubt looking forward to the date of release of the recently produced film, in which many of them took part, depicting life at Halton of Aircraft Apprentices.

A. W. H. M.

Fitters II A

47th Entry

The Entry passed out well and we congratulate them on putting in such a good last lap. From their side I am sure they would wish me to express their thanks to the instructors who put in so much work, a proportion

of it being voluntary, to bring them up to so satisfactory a standard. Good luck in the future and we shall always look forward to seeing any "Ex-47th" who come back to Halton.

48th and 49th Entries

The 48th Entry are on their last lap. At present we cannot say with certainty what results the combined efforts of the Instructors and Apprentices will have achieved by February. Let us not prophesy: but our hopes are high.

49th!!! You are nearing the end of your training. Don't leave everything till the last moment. You are taking a three years' course and it can't be condensed into the Revision period!! Put in a little extra work now, its well worth the effort.

Your reputation in Shops is high and the Instructors expect you to give a really good account of yourselves. They have every reason to do so, so don't let them down.

50th Entry

Our teething troubles are over and now—repeat NOW—is the time seriously to get down to hard work. As the first post-war entry to be trained in 2 Wing, it is confidently expected that you will uphold the tradition of those who have gone before. The old 2 Wing spirit must come back and we look to you to resurrect that spirit of sportsmanship, which is all embracing and means so much, and leave behind a worthy reputation for subsequent Entries to follow.

With this as your aim you will develop keener interest in all aspects of your training, and when you come to Pass Out you will find your job—as ground crew or aircrew—

*"In place as proud as any held
By mariners in ships of old."*

51st Entry

The standard is being maintained but beware lest the "second year gremlin" gets you and you become apathetic and tired. You will probably get over it but it is *you* who will have suffered.

Profit from past experience and don't lose interest. The future offers you a wide range of opportunities if you prove yourselves fit to take advantage of them. It is only by common-sense and determination that you will give a good account of yourselves and play a full part in your career.

52nd and 53rd Entries

The 52nd Entry are to be congratulated on their hard work and general interest. Their Basic work has set a standard which will be hard to beat and the results of the 1st Periodical Examination are high.

The 53rd Entry, too, is shaping very well and their standard may even surpass that of their predecessors.

With your Basic behind you there is more and more to be learnt. Remember that you are undergoing a Three Years' Course and that there is no time to waste. The Instructional Staff are watching your progress with great interest and are getting to know you well.

Keep up your enthusiasm, link up all aspects of your training and develop the craftsman's touch.

L. A. W. D.

Fitters Armourer

Since the last edition of the Halton Magazine, No. 47 Entry Fitter Armourer Apprentices have been trade tested, reclassified, and posted to St. Athan, for employment in the Maintenance and Repair Unit. The final figures were 1 L/A/C.; 18 A/C.1, and 5 A/C.2's with an average percentage of 64.7.

No. 48 Entry have completed their Manual Fitting Test, and it is understood that the final average percentage is again very high. They are now engaged in extensive revision of Armament Subjects, and it is hoped that their C.T.T.B. results will compare favourably with those obtained by No. 47 Entry.

No. 49 Entry have commenced their Third Year of training, and are at present employed on Advanced Basic Fitting in preparation for their Manual Test Exercise which commences on 14th October.

Nos. 50, 51, and 52 Entries are now well advanced with their training, and having completed their initial Basic Fitting Phases, are all engaged with the intricacies of Armament Instruction.

No. 53 Entry, 14 strong, have commenced training, and it is rather early after ten weeks' training, to forecast whether this Entry will be outstanding or not, bearing in mind that they were given special Aptitude tests on enlistment.

Generally, the Armament Training Section misses the experienced Service Instructors who have been released from the Services. The potential Service Instructors just posted in, are undergoing extensive refresher courses at No. 10 S. of T.T., and it is hoped that they will eventually be keen and capable replacements.

E. E.

Instrument Makers and Electricians

The 47th Entry passing out has completed out first three-year cycle of instruction, and considering all drawbacks encountered, to the general satisfaction of all concerned. Our good wishes to all ex-47th Entry at St. Athan.

The 48th Entry are beginning to feel the proximity of the C.T.T.B. and are expected in the near future to justify their advantage of following closely in the wake of the pioneers. Incidentally they were able to try out their knowledge on the Battle of Britain "Open Day" when they acted as demonstrators to the large number of the Public who visited the Section on this day.

The 49th Entry—steady progress and quiet concentration is the keynote of this Entry in the opinion of those best suited to judge by the results *i.e.*, the instructional staff.

The 50th Entry are out to show distinctly superior results to those of any other trade in the same entry. They are hoping to produce a good percentage of L.A.C.'s in the not so distant future. This is a challenge to all comers.

The 51st Entry—insufficient private study may seriously affect future results of an otherwise well behaved, and attentive entry.

The 52nd Entry are in the process of "Shaking Down." At present various reports say they are "just average," and others that could easily be well above average. Let this be a gentle hint to all concerned.

The 53rd, and 54th Entries, being the most recent to join those who wend their way to the workshops would do well to study the reports of other entries, and determine to shake all and sundry by having the best results ever known at Halton.

A Tribute

Many changes are taking place in the instructional staff, and unfortunately looking ahead we shall be losing many more valuable Instructors. This is a matter beyond our control, and we have to do our best with the replacements available.

In June 1946 we regretfully said goodbye to Mr. J. M. McIntyre. He has been associated with the training of Instrument Makers for 24 years, during which time he has served at Flowerdown, Cranwell, and finally Halton.

He was a fine old craftsman who will be remembered by the Instrument Section, long after many of us are forgotten.

We also regretfully say goodbye to Mr. Barker, and Warrant Officer Whibley, who proved themselves towers of strength, during their years with us as Instructors.

Warrant Officer Whibley, who joined the Section in 1936 has left us to take up a position in Technical Training Command. We wish them both "Good Luck" in their new positions.

Our thanks and good wishes are extended to all instructional staff who have been doing such a good job on Aircraft Apprentice Training.

W. B.

HALTON RIFLE CLUB

Shooting. With the resumption of the R.A.F. Small Arms' Association, and the National Rifle Association Meetings at Bisley, the Station sent seven competitors for the Meetings. They figured 21 times in the Prize Lists and the following outstanding distinctions were obtained.

UNITED SERVICES RIFLE MATCH. (*Teams of eights*).

Sgt. D. Paul represented the R.A.F. and was awarded the Badge.

INTER-SERVICES RIFLE MATCH. (*Teams of twenty*).

W. O. Harper and Sgt. Miller represented the R.A.F. and were awarded Badges.

INTER COUNTY CUP. (*Teams of eight*).

Sgt. Miller and Sgt. Morgan represented Buckinghamshire, and were each awarded a County Badge.

INTER COMMAND CUP. (*Teams of eight*).

The following represented Technical Training Command: Sgt. Morgan (Captain); S/Ldr. Samuels, W. O. Harper, Sgt. Paul, and Sgt. Miller.

.22 PISTOL SHOOTING.

Aircraft Apprentices are being encouraged to take up Pistol Shooting, and A/A. Fitch has won several S.M.R.C. and N.R.A. Medals. He fired as a Class 1 shot in the Open Pistol Championships at Twickenham, and impressed the International Selection Committee. Sgt. Miller was selected to represent England in the International Pistol Match against the United States of America.

One team of Apprentices will be competing in the S.M.R.C. Pistol League 46/47.

.22 RIFLE SHOOTING.

This is gaining rapidly in popularity, and the main item at present is S.M.R.C. Marksman Badges. There are a large number of Apprentices at present qualifying for this coveted honour, and it is hoped that more Apprentices will come along and improve their shooting, with such admirable facilities available, and no costs to be paid by the Apprentices. This Station has held the Marksman Shield for three years, and it is hoped to retain it this year, in spite of increasing competitions from other Clubs.

A Ladies' Section is being formed, with Mrs. Titmas as President. This Club was on top of the English League in 1938, and it is hoped that a ready response will be made to the appeal for new members. Mrs. Barraclough a member of the original Ladies' Section of the Club will be pleased to receive enquiries from intending members. (*Telephone: Wendover 2341*).

A full winter programme has commenced with the following:—
The Station .303 Championships; The Station .22 Rifle Championships; The Station .38 Service Revolver Championships; The Bucks County Rifle League; The S.M.R.C. .22 Pistol League; The Junior Winter Competition; The Burrough & Watts Competition; and one or two Friendly Matches. *Don't forget the MARKSMAN BADGES for 1946, the Rifle Club will pay for your Badges.*

W. J. C.

The Royal Aeronautical Society, 1946 "GARDEN PARTY" Radlett Aerodrome

(Impressions of a Sergeant Apprentice visitor).

I was privileged to attend on Sunday, 15th September the exhibition at the Royal Aeronautical Society Garden Party. Over 200 firms had stands at the exhibition, which had very kindly been kept in being by the S.B.A.C. for the occasion. On the airfield were displayed some of the very latest types of civil and military aircraft. To add to the glory of the day the weather was perfect and promised to hold good for the flying display.

Starting punctually the flying display was led by the *Hastings*. This aircraft was followed at 20 sec. intervals by all Britain's latest large civil aircraft and her newest bomber, the *Lincoln*. Although the *Hastings* had a long take-off run the *Tudor* and *Lincoln* appeared to take less than half the distance and very quickly climbed to over 1,000 ft. The large four-engine planes led, followed by the smaller types and a notable feature was the *Dove* taking off on one engine. Diving from a few thousand feet they flew at low level across the ground with one or more engines stopped and disappeared in the cloud with a climb comparable with that of some fighters. This was repeated before the aircraft demonstrated their very short landing runs, which have been made possible by the introduction of Braking Propellers.

As soon as the runway was clear, Mr. Jeffery Quill, Supermarine's Chief Test Pilot, took-off in the new two-seater *Spitfire Trainer*. He astounded the crowds by doing two flick-rolls during his remarkable take-off climb before entering some low cloud. Reappearing at high speed he flew low over the airfield and performed several mock dive-bombing attacks on the spectators. As a final gesture he landed the aircraft cross-wind on the grass. Mr. Humble, in a *Sea Fury X*, gave a ten minute exhibition of manoeuvrability coupled with a high performance. This was followed by two slower Naval types, the *Firefly* and *Firebrand*. After landing, these aircraft folded their wings before taxi-ing away. De Havilland's were represented by three aircraft—the *Hornet*, *Vampire* and *Swallow*. Following Mr. Pike's able exhibition, and the *Hornet's* remarkable performance, Wing Commander Beamont flew a *Vampire* with amazing ability and circled the airfield in a high speed vertical bank, showing off the plane's paces.

The late Mr. Geoffrey de Havilland, flying the tail-less *Swallow* research aircraft, showed us something of the speeds to come and what may be expected when sonic speeds are reached. This display was unfortunately curtailed by wing trouble. Among the JET TYPES I was fortunate to see the latest mark of *Meteor* and the new Supermarine Jet *Spiteful*. Powered by a single Rolls Royce *Nene*, the Jet *Spiteful* completed its five hours test flying with a breath-taking display of speed and climb, seeming at times to leave its sound behind.

In a sharp contrast to the high-speed planes, the small civil types, such as the *Autocrat*, *Gemini* and *Desford*, gave a demonstration of speed at the lower end of the scale, coupled with steep turns and aerobatics. The *Autocrat*, particularly distinguished itself by landing and taking off in less than one hundred yards. Throughout the display the *W.9 Jet Helicopter* had been showing something remarkable in this type of flight by going in all directions and taxi-ing backwards. To wind up the *Nene Lancastrian*, lent by Rolls Royce, took off and flew on its two outboard jet engines showing a performance better than that of the conventional Lancastrian. Thus we were given a preview of what will be seen in the near future when the jet engine takes precedence and the more conventional piston engine recedes into the background, being retained only for light aircraft.

Lined up in front of the hangers were many new aircraft, including several prototypes which were open for close inspection. Most interest was focussed on the civil types such as the *Consul*, *Avro XIX*, and *Lancastrian*, although the newer military types by Bristols, Faireys and other well-known firms were on view. The prototype *Mosquito*, surrounded by a diversity of equipment, showed to the full the extreme versatility of this aircraft, which played a leading role in the last war.

Leaving the sunshine and interest of the outdoor exhibition and entering the static exhibition I was confronted by the Schneider Trophy, won outright by Britain in 1931 and lent for the occasion by the R. Ac. Club. In the short time at my disposal I was able to take fleeting glimpses of some of the latest aero engines, models of planes to come and of various aero accessories. On the different stands could be seen models of such aircraft as the *Marathon*, *Sandringham* and *Aerovan* together with those of the *Ambassador* and *Aerocar*, which will be making their first flights in the near future. On the engines side, were many examples of that British invention, the jet engine, including the Rolls Royce *Nene*, De Havilland *Ghost*, Bristol *Theseus* and for lighter transport aircraft, the Armstrong-Siddeley *Mamba*. Electrical and Radio equipment, together with navigational and life-saving apparatus, were much in evidence as were the various aircraft accessories and materials from which they are made. Despite the paper shortage the many firms were very generous with their booklets and I came away laden with much to keep me interested and above all confident that despite all the difficulties of the last war, Britain will keep the leading place in aviation which she has worked so hard to gain and so richly deserves.

The exhibition, which was very well attended, impressed on the mind the great progress that has been made in the past few years towards improving aircraft performance and the great strides Britain is making to keep her place in the world markets; a place which she will surely keep if all the orders are of the same magnitude as that received by Bristols on the second day of the exhibition for 70 Freighters/*Wayfarer*.

In conclusion, I am much indebted to Wing Commander Deane for his kindness in taking me to that worthwhile display of all that is latest in the British Aircraft Industry, and for the very valuable assistance I have received from A. F. Becker in writing this account.

“SASH.”



The Birth of Christ

'Tis time, for now the Saviour's born
This Christmastide; though poor and mean
His place of birth, yet on this morn
The angels sang, that God was keen
To make a present to this earth
Of His fair Son; that he might be
Our childhood guide; and so with mirth
We sing His praise, twixt you and me
Of Heavenly strain.

Glory in the Highest!

For Christ of Mary so was lend;
And God well pleased to have it so,
Did tell the shepherds, as they tend
Their little flock; that they might go
And spread good news o'er far and wide;
Our Christ was born; His birth a guide.
To Heavenly Peace and Ransom.

WING NOTES

No. 1 Apprentices' Wing, Halton

The Wing, which during the Summer Term, accommodated the 47th, 48th, 49th and 51st Entries, was called upon during May and June to represent the Aircraft Apprentices on several outside public occasions. Amongst the most notable of these were the Rugby League Final at Wembley Stadium, when the Wing Bands performed before a large number of spectators, amongst whom was Marshal of the Royal Air Force, the Lord Tedder, G.C.B., Chief of the Air Staff. This engagement was followed, on 24th May, by one at the Royal Albert Hall, when a contingent of Apprentices, headed by the Pipe and Fife Band, took part in the Empire Day Pageant. Next followed the Victory Parade in London, when some seven hundred Apprentices assisted in policing the route and incidentally, obtained a first-class view of what was, without doubt a historic procession.

The major home event was, of course, the Passing Out of the 47th Entry on 31st July. The ardent hope of all concerned that the weather would be fair on that day was just fulfilled—rain came, after a fine spell lasting several days, within a few minutes of the completion of the full programme. Many hundreds of parents, distinguished Officers from allied Units, and Principal Guests, assembled in the morning to await the arrival of the Inspecting Officer, Air Marshal Sir Roderic M. Hill, K.C.B., M.C., A.F.C., which was to be the signal for the final parade to begin. The full details of the parade have been fully described in former issues of this magazine, but for those who are familiar with the form, however many times one has witnessed the scene, there comes the moment when the Senior Entry turns and marches off, to the music of the Band and saluted by the Junior Entries, which is undeniably moving; for the parents, a son passes out to a fuller life as a qualified airmen or perhaps as a potential Officer about to enter Cranwell; for the Staff, they bid "*Au revoir*" to a host of good fellows—albeit, some have caused headaches, but the day brings forgiveness to all. Everyone wishes them, individually, the very best of good luck. It is a source of encouragement to all to listen to the Station Commander present his report on the achievements of the Passing Out Entry and the work of the Apprentices as a whole, in the Burnett Gymnasium following the parade, and to be addressed by the Inspecting Officer, who, from the wealth of his experience and the high position he holds, is able to give guidance and inspiration; on the occasion under review, our expectations were fully realised.

In the afternoon, following speeches and prize-giving, the finals of the athletic events and the last cricket match were held and played off to decide which Squadron was to hold the Barrington Kennett Trophy for the ensuing year. As the result of a keen and close contest, the Trophy was won by "B" Squadron, No. 1 (A) Wing, with "A" Squadron filling second place. Both are to be congratulated on many fine performances.

The ex-47th Entry airmen are now stationed at R.A.F. St. Athan, South Wales, where they are known as "Improvers." They are settling down well to the task of putting into practice, on productive work, the technical theory and skill acquired during the last three years. Those selected for Cadetships will soon be entering Cranwell for more specialised training when the instruction received at Halton will stand them in good stead. Those of us who remain at Halton will always be pleased to hear from "Improvers" and to answer their letters, and as opportunity permits to visit them during their one year's post-course stay in South Wales.

During the past term, Wing Commander H. Kershaw, our former Second-in-Command, and Officer Commanding "B" Squadron, was awarded the O.B.E. in the Birthday Honours List; we extend to him our hearty congratulations. We welcome to the Wing, in his place, Squadron Leader Lymna, D.S.O., D.F.C., D.F.M., and also Flight Lieutenant N. J. Brown, as Physical Fitness Officer, who, besides being above average at most games, has already distinguished himself by being selected to play for Technical Training Command at Lawn Tennis. We bade farewell to Flight Lieutenant K. R. Cooper, our former P.F.O., and congratulate him on his promotion to the rank of Squadron Leader on posting to Fighter Command, where he may lead at his speciality, cross-country running.

We notice signs of much activity in No. 2 (A) Wing, our next door neighbour, into which Unit the new 54th Entry have just arrived; soon we shall be equally as active as the 48th Entry is due to pass out next February. At the moment the Entry is getting down to serious work as the red light of the Final Schools Examination and the not too distant Central Trade Test Board is within sight of all.

Last, but by no means least, we mention the transfer of Warrant Officer Bond, a former Flight Sergeant of "B" Squadron and later Wing Warrant Officer, to the position of Station Warrant Officer. He, together with his predecessor Warrant Officer Jenkins, provide characterful memories for recollection in later years or at Ex-Halton Apprentices' Reunions, when the sound of a voice ordering a transgressor to "Get off that Square" can still be heard over the intervening years.

H. M. S.



No. 2 Apprentices' Wing

As Halton gradually dons the cloak of peace-time, we are pleased to note the move to make it an all apprentices' station. This has been marked by the two new intakes in the Wing, and at this junction we extend a hearty welcome and "hello" to the 53rd and 54th Entries. The 53rd, settled in like old-timers, are already making themselves known in all their pursuits, and even the 54th—mere fledglings of a few days—have the confidence of "old sweats."

The material in No. 2 Wing is well up to Halton standards, and our rapid progress is being followed keenly by all.

The Wing now has its full complement of three Apprentice Squadrons, commanded very ably by Wing Commander J. R. Blackburn. We wish to take this opportunity of welcoming our new Adjutant, Flying Officer Derbyshire, and "B" Squadron Commander, Flight Lieutenant J. Worley, D.F.C., and expressing our regret at the departure of Flying Officer "Jock" Duncan," who was unable to resist the call of "the haggis."

Since the Summer issue of this magazine, much water has flowed under the bridge, and we have seen the Barrington-Kennett Trophy events, the Victory Parade, the excellent Passing-Out Parade of the 47th Entry, Summer Leave, and the long-awaited return of winter sports, in which No. 2 Wing enters the season with great confidence.

We must also praise the combined efforts of Nos. 1 and 2 Wing in the P.T. display at Wembley Stadium, during the National Youth Festival. Congratulations to all No. 2 Wing participants in the B.K. Sports, who gave a pleasing preview of our form for this season.

Rugby

No. 2 Wing, operating with only one Squadron, known as "D" Squadron, stole all the glory by becoming holders of the greatest number of points—an excellent showing for a Junior Entry. L/A/A. Strickland, L/A/A. Hall, L/A/A. Senior, C/A/A. Hammonds, and L/A/A. Howes, must be thanked for their noble efforts, and we wish them luck in the coming season.

Boxing, Cross-Country and Athletics

"A" Squadron made fine efforts in these sports—the spirit was there but the strength and experience of competing squadrons was against them. This season should see a marked improvement. Hearty congratulations to A/A. Slingsby on award of his Wing Athletic Colour!

Hockey

Good showing was made by the Hockey Team and much regret has been expressed at the departure of S/A/A. Rogers and C/C/A. Lupton who gave such a grand performance. Thank you Rogers and Lupton, for your support and enthusiasm!

Congratulations are also due to L/A/A. Keast who has been awarded his Wing Colour for Hockey, and we are sure that many more apprentices will become eligible for this honour during the coming season.

It is felt that no urge is necessary for a maximum effort in the B.K. events this season—Good hunting and good luck, No. 2 Wing!

The permanent staff and the Apprentices of No. 2 Wing offer their felicitations to Corporal Williams upon obtaining his R.A.F. Swimming Blue. Well done, Corporal, and all the best for your future engagements!

SCHOOL NOTES

Once more the reports of the Heads of Departments in the School alternate between guarded optimism and near pessimism, but all agree that more individual efforts are required from Apprentices if satisfactory positions on the Order of Merit List are to be achieved.

Now that jet-propulsion is an accepted fact the Fitters II (E) are once again affecting a pose of blasé indifference to the wonders around them. The Fitters II (A) confess to a faint interest in swept-back wings and the Fitters Armourer admit having been faintly stirred by the Atom Bomb experiments at Bikini Atoll. The Electricians and Instrument Makers, always intensely individualistic in outlook, are running true to type but have found a common basis of discussion on the electrical recording apparatus used by the R.A.F. High-speed Flight.

Once more, in spite of continued staffing dislocations due to transfers and releases, we have managed to maintain instruction at the cost of much extra work and continued improvisation.

Engineering Drawing is again proving to be the most formidable obstacle in the National Certificates' "steeplechase," and Apprentices must realise that "homework" is equally necessary in this subject as in mathematics, mechanics and engineering science.

We are told that our staffing problems will be solved by January 1947, but in the meantime may I once again emphasise to Apprentices that the remedy for existing training dislocations lies as much in their determination to work on their own as in our efforts at improvisation.

We are honoured that Squadron Leader H. H. Mayoh and Flight Lieut. J. F. Powell have been appointed to the Instructional Staff of the R.A.F. Cadet College, Cranwell. Any Apprentice who came under their inspiration at Halton and who wishes to renew the experience may do so by winning a Cadetship. S. B.

Engines Department, Fitters II (E)

With the passing of the 47th Entry some of the brightness seemed to go out of the Department; there was a sort of lull in which the Education Officers were the only people with any sense of urgency.

Now there are signs that the 48th Entry, aware of its sluggish start, is trying to make up lee-way in the only way possible, by individual effort. The 47th Entry had this idea from the beginning and consequently did well.

The 49th and 50th Entries are sobering up, as most do about half-way through the course. They are becoming conscious of the dangerous gaps in their knowledge and they are trying to fill the gaps.

In the 51st Entry there are fair prospects that the work will go with a swing and some very capable Apprentices emerge.

The more Junior Entries have not yet shown their paces but it is hoped they will realise in good time how important it is to reach a high standard in this early part of their service career. W. T.

Airframes Department, Fitters II (A) (Fitters Armourer)

The Department is passing through a period of discontinuity as a result of various postings and retirements of the teaching staff. The resulting difficulties have been surmounted by the more mettlesome Apprentices, but the impatient, who require continual driving, are falling back in the race: they prefer to be carried in "bath chairs" to making the effort which success always demands.

Too many young lads, today, lack ambition and so lose the best of the hunt and the satisfaction of the kill, which is every man's natural desire. Lack of ambition is a tragedy of old age, and should not be a malady of youth.

The Final Examination will have been negotiated by the 48th Entry by the time this is in print. At the time of writing many are realising that an earlier effort would have been of more advantage than a belated sprint.

The 49th Entry made a poor show of the Second-Year Progress Test. We had hoped they would do better than the 48th Entry. They have still time to reach a good standard in the Final.

Examinations appear a long way off to the 50th and 51st Entries, so many think to-morrow will do! May we remind them that tomorrow never comes?

The 52nd Entry are about to sit for their Intermediate Examination. We would remind them that on the results of this Examination it is decided whether they will later sit for the National Certificate.

The 53rd Entry is showing good progress. Keep it up.

Finally we wish good luck to the 48th Entry and welcome the 54th Entry
J. D. H.

Electrician and Instrument Makers' Dept.

The 48th Entry, having returned refreshed from Summer leave, are now preparing for their Final Examination. For them the order of the day is hard work, plenty of revision and working old examination papers. One or two rusty brains may be creaking a little, but every effort is being made to get them into fair running order in time for the examination!

The 49th Entry have just received two unpleasant shocks, namely, the Second Year Progress Test and the Final Drawing Examination. These they consider to have been rather rough; but they now know the standard that is expected of them, and it is hoped that some (no names, etc.) will get down to it.

The 50th are generally considered to be progressing quite well, and with care and concentration, they may well become a "vintage" entry.

The 51st are just recovering from their Intermediate Examination, the results of which, though reasonably good, are nothing to write home about!

We have not had the 52nd and 53rd with us long enough to estimate their worth; but—*"All our fears, And all our hopes for future years
Are hanging breathless on their fate!"* L. T. A.

General Studies Department

After a period during which we suffered from too frequent changes of and shortage of staff, we settled down on our return from Summer Leave to a term with a full complement of education officers. The effect was electric and Current Affairs went with a zip, alternating of course with obviously appreciated lessons in English Literature in all its phases. Unfortunately the smooth running was temporarily interrupted by the departure of F/Lt. Powell who left us at the end of September to take up duties at the R.A.F. College, Cranwell. His activities here have been so many and varied that his going leaves a series of gaps, the filling of which will certainly not be easy.

The biggest thrill in this Section is the advent of the new type of Examination Paper. This was firstly tried on the 51st Entry for their Intermediate Examination. It was almost enjoyed. Dozens of questions could be and were answered literally by a stroke of the pen. Most people romped through with time to spare. The results were most encouraging. They proved that the average A/A. knows more than he would have had an opportunity to show in the old type of examination.

By the time this is in print the 48th Entry will have taken their Final Exam. on similar lines. May the results be equally satisfactory.

We are glad to have been re-inforced after the departure of F/Lt. Powell by S/Ldr. Riley, whose coming has enabled us to go full speed ahead once more.
F. W. C.



Polish Apprentices' Wing

It was in August, 1943, that transport laden with Polish Apprentices arrived at Halton Camp. No they were hardly apprentices yet, just small, miserable Polish boys who marched in perfect order along the road but looked around very uncertainly and wondered about the future as they took over Barrack Blocks 9 and 10 from No. 1 Wing R.A.F. Apprentices.

The arrival of so many Polish boys was a novelty for the British. It was no secret that these boys had many hard experiences behind them, and the R.A.F. staff did not mind the little troubles that their appearance caused. How was the Station Store to find shirts for these boys, smaller than any catered for by the R.A.F.? Polish Apprentices now quite full grown need not be ashamed to know that they had to be kitted out with the smallest size for W.A.A.F.s.

They quickly got used to Halton and its surroundings and it was not long before they were joining in everything, but until today mention of them has not appeared in the Halton Magazine. Life was not easy for these boys; strangers in a strange land and learning English for the first time, they had to try to come up to the British standard, fit into the British time-table and syllabus and conform to King's Regulations. Their new, unknown surroundings held lots of surprises in store for all of them. One surprise was the cordial welcome they received after the terrible conditions they had passed through.

At first the English apprentices from "A" and "B" Squadrons examined the boys from 9 and 10 with curiosity, as beings totally new and strange. They were as surprised as the Polish boys. If John passed Jozek and said, "Hullo!" Jozek would stare and ask what he meant. It was weeks or months before a talk between the two became possible, and then only with the help of gestures. But gradually polite conversations began, always with the British boy asking, "Do you like Halton?" or "What do you think of England?" From that real interest began and John was soon asking Jozek about his experiences and about Poland. Soon friendships were made, Poles became accustomed to taking part in general parades, British boys began to spend

their time off in the Polish Recreation Room and even offered to take their Polish friends home with them. The Polish boys, many of them orphans and homeless, appreciated this hospitality very much and were grateful for the chance of spending a few days in a friendly home in a Yorkshire town, a Devon village, the hills of Scotland or a great seaport.

Work now goes on as normally for Polish as for British apprentices. The Polish band is as well known to the S.P. at Main Point as the R.A.F., as it leads the Polish apprentices to workshop and school. Polish boys are trained for the same trades and to the same programme as British boys. Lectures and instruction have, in the past, been given by Polish teachers in the Polish language, and now the gradual introduction of Technical instruction in English is being brought about. At the time of writing the second year of training has been completed and Polish apprentices have started their last year as the oldest Entry at Halton.

They have always been very keen to take a full part in the sport and social life of the Station, but it has been difficult for two reasons. There was the difficulty of the English language, which made Polish Apprentices a little shy in mixing in the Sections of the Halton Society, when they had only a few English phrases, such as "Yes" and "I see," spoken with a strong accent. And they found, too, that they had less time to spare than British boys for they had to work harder at their studies to make up for their previous lack of opportunity for education. It is no shame to them to say that they had to work every evening from six to seven o'clock, while other apprentices could spend their time at the Cinema or in other pursuits.

But it has not been all training and learning. Polish football teams were victorious in many matches; Polish boxers and swimmers won more than one prize. In the Polish Recreation Room activities have been organised with the idea of preparing boys to join the Halton Society. There are a Book-lovers' Circle, a Wireless Club, Photographic Club, Fine Arts Club, Chess Club, Rovers, Choir, Band and Stage Club. The last named has entertained Polish Apprentices with many different shows and plays. Some time ago it organised for the Station a play in English, specially written for the occasion, called "A Visit to Poland" and containing Polish music and dances. Some Polish apprentices are now members of the Chess and Wireless Sections of the Halton Society and a good number are taking glider training. Generally speaking the year 1946-7, the last year for the oldest Polish Entry, is expected to see a strong development of Anglo-Polish co-operation in sport and social activities.

Cy. P.

