

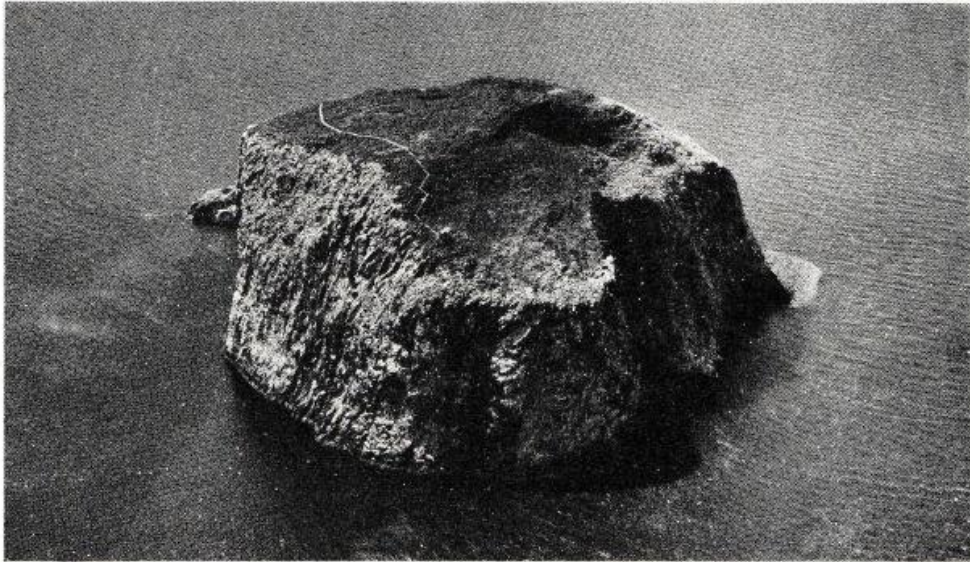
The Haltonian Magazine

106 Edition

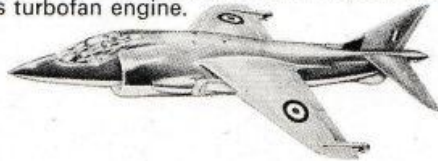
Spring 1967

(Scroll down)

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EDITORIAL

This issue of the Magazine marks a milestone in the history of No. 1 School of Technical Training. Its pages record the passing out of the last entry of Aircraft Apprentices, so bringing to an end one era of technical training at Halton. For forty-three years the Halton Magazine has reflected the talents and successes of thousands of young men who have more than fulfilled the hopes and desires of Lord Trenchard, the founder of the Royal Air Force Aircraft Apprentice Scheme. It is, therefore, appropriate to look back to the beginning of that period when the Halton Magazine was born and seek inspiration. We, the present generation at Halton in the early days of a new era in apprentice training, must endeavour to fulfil the objectives set out so many years ago.

* * *

Air Vice Marshal F. R. Scarlett, C.B., D.S.O., who was in command of Halton when the first issue of the Magazine was published at Easter 1924, wrote

“The Boys’ Magazine has been instituted with the object of developing literary and artistic talent amongst the Aircraft Apprentices at Halton . . . I wish this Magazine every success, may its tone be high, its criticism kind, and its lighter side kept clean, and may it be an incentive to pride and loyalty to the great Service to which you have the honour to belong.”

* * *

The Magazine highlighted the spirit at Halton in those early days and there is no better way of stirring the imaginations and minds of our present readers than to quote the words of its first Editorial:—

“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 . . . If it can do this faithfully, yet withal artistically, it will have served its end.

“One hundred and thirty contributions have been sent in . . . The task of sorting these has been long and invidious. Any measure of success is due to much ungrudging help in the work of editing. Most of the contributors must, of necessity, be disappointed; but, remember, there is no disgrace in being an ‘also-ran’—in being a non-starter there may be.

“With one or two exceptions, all the contributions — other than official notes — are from boys, and in greater part from the younger boys . . . personally we feel very hopeful.”

* * *

The present editorial staff are ever hopeful. We trust that the new era in apprentice training will open with similar vigour to that of 1924 and we look forward to achieving the objective set forth by Air Vice Marshal Scarlett.



PASS-OUT PARADE of the 106th, 202nd and 305th ENTRIES

Pass-Out Parade of the 106th, 202nd and 305th Entries

The Pass-Out Parade of the 106th Entry of Aircraft Apprentices, the 202nd Entry of Craft Apprentices and the 305th Entry of Administrative Apprentices took place at Royal Air Force Halton on Wednesday, the 14th December 1966.

The Parade was reviewed by

The Right Honourable The LORD SHACKLETON,
O.B.E., M.A.

Minister of Defence for the Royal Air Force.

The Reviewing Officer was accompanied by

Air Marshal Sir WILLIAM COLES,
K.B.E., C.B., C.B.E., D.S.O., D.F.C., A.F.C.

*Air Officer Commanding-in-Chief
Headquarters Technical Training Command*

Air Vice Marshal B. ROBINSON, C.B.E.

Air Officer Commanding No. 24 Group

and

Air Commodore A. C. DEERE, D.S.O., O.B.E., D.F.C.

Commandant No. 1 School of Technical Training

The Parade was commanded by Flight Sergeant Apprentice G. F. Hodgson and the following Apprentices acted as subordinate commanders.

<i>Parade Adjutant</i>	...	...	Cpl.App. D. C. Davies
<i>Parade Warrant Officer</i>	...	...	Cpl.App. S. V. Davies
<i>Colour Bearer</i>	...	...	Sgt.App. R. Andrews
<i>Colour Warrant Officer</i>	...	...	Cpl.App. K. J. Haysom
<i>Colour Escort</i>	}	...	Ldg.App. D. R. Newton
		...	Ldg.App. M. L. Lampitt
<i>Escort Squadron Commander</i>	...	...	Sgt.App. R. Brumpton
<i>No. 1 Flight Commander</i>	...	...	Sgt.App. C. D. Joyner
<i>No. 2 Flight Commander</i>	...	...	Sgt.App. D. B. Bowden
<i>No. 2 Squadron Commander</i>	...	...	Sgt.C.A. J. J. McKee
<i>No. 1 Flight Commander</i>	...	...	Cpl.C.A. D. Elliott
<i>No. 2 Flight Commander</i>	...	...	Cpl.C.A. G. T. Walters



(Photo by Sergeant J. R. Hillary, B.E.M.)

Lord Shackleton makes his inspection

THE COMMANDANT'S REPORT

Introduction

The Commandant, on behalf of the Commander-in-Chief, the Air Officer Commanding and No. 1 School of Technical Training, welcomed the Right Honourable the Lord Shackleton, Minister of Defence for the Royal Air Force. He continued by expressing pleasure at sharing a proud day with so many parents and friends of the Apprentices. Suggesting that it was fitting to have such an eminent person as the Reviewing Officer since the Pass Out of the 106th Aircraft Apprentice Entry presented the final chapter in the history of one type of Halton Apprentice, the Commandant stressed that a progressive Service must gear its manning to present-day requirements and he welcomed the new Technician and Craft Apprentices.

Air Commodore Deere then quoted some significant facts which had emerged from 46 years of Aircraft Apprentice Training. About 30,000 Apprentices had passed through Halton,

318 of whom had received Cadetships. Over 6,000 had been commissioned, 45 having attained Air rank and four of whom had become Commanders-in-Chief. Expressing the view that this was a record probably unsurpassed by any other Service Apprentice School, the Commandant indicated that the achievements served as a fitting memorial to the late Lord Trenchard who had introduced Apprentice Training into the Royal Air Force.

* * *

Report on the 305th Administrative Apprentice Entry

The Commandant said that, despite the small numerical size of the Entry, it had played its part at Halton and pulled its weight in all aspects of training. All the Apprentices qualified as Senior Aircraftmen, having obtained a creditable average of 67% in their final examination. The Administrative Apprentice element was now a well-integrated part of the training machine.

* * *

Report on the 202nd Craft Apprentice Entry

Air Commodore Deere stated that the 202nd Craft Apprentice Entry was the second of its kind to pass out from Halton. All but one of the 93 successful Apprentices qualified as Junior Technicians; in the final examination there were 33 Class A and 61 Class B passes, representing an overall average of 66% in all subjects. Additionally, 84 Apprentices qualified for exemption from the City and Guilds examination and 82 qualified for exemption from Part IV of the No. 1 promotion examination to Corporal.

The Commandant listed the Entry's achievements in the more relaxing fields of endeavour: 31 School Colours and 3 Silver Medal awards for the Duke of Edinburgh's Award Scheme were gained. The Entry had also participated with outstanding merit in ceremonial route-linings and Halton guards of honour. The 202nd Entry was a good one which had done well.

* * *

Report on the 106th Aircraft Apprentice Entry

The Commandant next outlined the results achieved by the 106th Entry of Aircraft Apprentices. 160 Apprentices passed out, 18 as substantive Corporals and the remainder as Junior Technicians. In the final examination there were 82 Class A and 78 Class B passes with an overall average of 70%. All Apprentices qualified for exemption from the Royal Air Force Education Tests Parts I and II. Over three-quarters of the Entry gained an Ordinary National Certificate; 157 Apprentices gained exemption from the City and Guilds examination, and additionally there were 9 passes in 'A' Level subjects of the General Certificate of Education.

In sport the Entry gained 76 School Colours. The Commandant specially mentioned Sergeant Apprentice Bowden who gained his Combined Services Colours in both Athletics and Cross-Country Running—a unique distinction in a line of Halton athletes. The Entry also participated in many formal ceremonies and had the honour to take part at the funeral of Sir Winston Churchill.

From a fine Entry, whose achievements have made fitting reading as the final chapter in the history of the three-year Aircraft Apprentice Training Scheme, the following Apprentices were selected for commissioning:—

CADETSHIPS

General Duties

F.S.App. Hodgson
 Sgt.App. Bowden
 Sgt.App. Joyner
 Cpl.App. Baldwin
 Cpl.App. Foster
 Ldg.App. Hughes
 Ldg.App. Kilminster

Engineer Branch

Cpl.App. Houseman
 Cpl.App. Neo
 Ldg.App. Saifurrahman

Equipment Branch

Ldg.App. Simpson

DIRECT ENTRY COMMISSIONS

Engineer Branch

Sgt.App. Andrews
 Sgt.App. Brumpton
 Ldg.App. Jones
 Ldg.App. Hardwick

* * *

Conclusion

In saying goodbye to the three Entries, the Commandant thanked all the Apprentices for their contribution whilst at Halton, wished them a happy and successful Service career and expressed the hope that most, if not all, would progress to greater things.

Finally, Air Commodore Deere introduced Lord Shackleton, the Reviewing Officer, and invited him to present the prizes and to address the outgoing Apprentices.

THE REVIEWING OFFICER'S ADDRESS

Lord Shackleton began by expressing his pleasure at being the Reviewing Officer at this combined Passing Out Parade. Halton, he said, had a reputation extending far beyond the Royal Air Force and had always been one of the foundations of the Service. The Minister alluded to a previous visit earlier in the year at which he had been very impressed by the standard of training, the sense of dedication and enthusiasm of the staff, and by the excellent relationship between the Instructors and Apprentices.

Lord Shackleton then amusingly recalled his own entry into the Royal Air Force and suggested that graduation day was one always to be remembered. He congratulated the Apprentices on having crossed this first real hurdle in their Service careers. They were now joining the select band of ex-Halton Apprentices which was a body possessing a fine esprit de corps. The Minister continued by expressing his satisfaction at the achievements of the Apprentices in all fields of training, and referred specially to those who had been awarded Cranwell Cadetships and Direct Entry Commissions.

Lord Shackleton said that he was delighted to see so many parents at the Parade and indicated that it was an emotional occasion. He had particularly felt this as he watched the Entries march off into the Royal Air Force and had wondered what the future held for them and their careers.

The Minister next referred to the debt owed by the Royal Air Force to Lord Trenchard who had once told him that it was his duty to support his party on every single occasion except where the Royal Air Force was involved. As a devoted supporter of the Service Lord Shackleton felt that by and large he had been able to fulfil this obligation. From his vantage point as Minister of Defence for the Royal Air Force Lord Shackleton forecast an exciting future for the Service as a new generation of aircraft entered the front line; and he expressed his complete confidence in those whose task it would be to maintain them. He went on to say that one of the unique qualities of air power was its great flexibility in helping to deal with a wide variety of military and political situations. The recent confrontation with Indonesia had illustrated this point and had also shown the extent to which the R.A.F. depends on the individual skills and initiative of its personnel, especially when faced with difficult problems in the field. The training at Halton helped to develop these essential qualities.

Lord Shackleton continued by saying that, although the Apprentices would undoubtedly encounter some personal problems during their Service careers, the Royal Air Force did its best to consider the human factor in its handling of individuals' affairs. Lord Trenchard always had this in mind in building up a highly technical Service which relied on highly skilled, professional officers and airmen. This policy had paid off in that it had helped to save the country in difficult times, had assisted in keeping peace and now fitted the country's citizens to the future demands of a world in which man was in Space. Lord Shackleton indicated that he had for many years believed that man would enter Space. This was only the beginning of a staggering advance in many fields, for example computers, and he felt that the Apprentices, with the qualities and skills which had been developed during their time at Halton, would be able to contribute to and help control these powerful forces.

Concluding that he had said sufficient to prove that he had a very high opinion of the Royal Air Force, Lord Shackleton congratulated the graduating Apprentices, as well as their parents, and wished them every success in the future.

* * *

PRIZEWINNERS

106th ENTRY

Highest in Order of Merit, All Subjects

Winner: Cpl.App. W. A. Houseman

Highest in Order of Merit, Educational Subjects

First Prize: Cpl.App. W. A. Houseman

Second Prize: Air. App. L. R. Stevens

Best 'Set Task' General Studies

Winner: Ldg.App. W. G. Simpson

Highest in Order of Merit, General Service Efficiency

First Prize: F.Sgt.App. G. F. Hodgson

Second Prize: Sgt.App. R. Brumpton

Highest average for practical fitting over three-year course

Winner: Air. App. G. H. Wong

Best Tradesmen in Trade Standards Trade Test

Airframe Fitter	...	...	...	Ldg.App. Z. A. Saifurrahman
Electrical Fitter (Air) 1st	...	...	...	Cpl.App. P. C. Langton
Electrical Fitter (Air) 2nd	...	...	...	Cpl.App. W. A. Houseman
Engine Fitter	...	...	...	Sgt.App. D. B. Bowden
Instrument Fitter (Nav)	...	...	...	Air. App. A. Fraser

202nd ENTRY**Highest in Order of Merit, All Subjects**

Winner: Cpl.Cft.App. J. M. Norman

Highest in Order of Merit, Educational Subjects

Winner: Ldg.Cft.App. J. W. Maroney

Highest in Final Trade Test

Aircraft Fitter (Airframes)	...	...	...	Cpl.Cft.App. G. Elliott
Aircraft Fitter (Propulsion)	...	...	...	Cft.App. F. J. Graham
Aircraft Fitter (Electrical)	...	...	...	Cft.App. S. W. Pryde

Highest in Order of Merit, General Service Efficiency

Winner: Sgt.Cft.App. J. J. McKee

Highest in Workshop Proficiency

Winner: Ldg.Cft.App. D. G. Pewter

Highest in Liberal Studies

Winner: Ldg.Cft.App. J. W. Maroney

305th ENTRY**Highest in Order of Merit, All Subjects**

Winner: Admin.App. A. J. Osborne

Highest in Order of Merit, General Service Efficiency

Winner: Ldg.Admin.App. M. D. Harris

Highest in Order of Merit, Educational Subjects

Winner: Admin.App. C. Y. Falconer

Highest in Order of Merit in Final Trade Examination

Winner: Admin.App. A. J. Osborne

WINNERS OF SPECIAL PRIZES**Monsignor Beauchamp Memorial Prize
for the Best All-Round Aircraft Apprentice:**

Cpl.App. W. A. Houseman

**Pioneer Trophy for the Highest Marks in
Technical Training Subjects at the Final Examination
of Aircraft Apprentices:**

Cpl.App. P. C. Langton

**Crebbin-Robinson Cups for the Best Trade Standards
Practical Fitting Tests:**

Mechanical Trades: Air.App. G. H. Wong
Electrical and Instrument Trades: Cpl.App. C. C. Baldwin

**Elliott Memorial Prize for the Highest Marks in
English and General Studies:**

Ldg.App. W. G. Simpson

**Quinton Memorial Trophy for the Best All-Round
ex-A.T.C. Cadet Passing Out:**

Cpl.App. W. A. Houseman

*The last Aircraft Apprentices
receive their prizes*

(Photo by Sergeant J. R. Hillary, B.E.M.)



SCHOOL NOTES

Winter in Schools began so cold that Works and Bricks (and we know they prefer that title to Ministry of Pub. Blunders and Wonders) noisily dug holes in the concrete flooring right outside the P.E.D.O.'s office in order to begin the long-delayed heating (one very small, dated **warm**(?)-water radiator) in each of those highly efficient personal refrigerators, the staff—er—ablutions (no hot washing-water yet for first-floor instructional staff). Bless all M.P.B.W.s and their noble works—bless 'em all.

However, the milder weather that followed enabled the defrosted authorities to post Sqn.Ldr. T. W. Thomas to our regret and propulsions elsewhere (Flt.Lt. D. A. Brooks taking over with much re-arranging of the propulsion office), and with a rush to cast forth from E.G.S. not only the barely arrived Flt.Lt. Hooley (to his delight), but even the non-sacrificial Sqn.Ldr. Lambe, the pair to pontificate among the pundits of the School of Edification. The depleted E.G.S., filmy-eyed, coped four-manfully with a consequent load that even the Disestablishment Com-

mittee might respect: there were joyous (and packed) occasions in Lecture Halls A and B. No help was forthcoming even from the Station G.E.S., whence Sqn.Ldr.s Mills and Slater took their regretted way into the dreadful realms of civil existence, where anybody may be anything—with consequences. (Whom **does** one call 'Sir' in Civilian Crescent? And how does one **know**?) The two station educators were replaced by Sqn.Ldr. J. B. P. O'Sullivan and Flt.Lt. R. Sanderson, to whom the customary welcomes are extended.

Next we hail (before saying an—apparently—almost immediate farewell to) Fg.Off. K. Macbeth, W.R.A.F., whose time in the E.G.S. we had hoped would be of much greater extension.

Looking finally round the Common Room, we see Sqn.Ldr. Hunt who bestrides Exams and Progress like an amiable colossus, casting forth much accumulated paper from the past, and Flt.Lt. Mason who sports at the moment the finest black eye Schools have seen since the mighty days of Theo Matthews after the 'Great Bar Do'.

EDUCATED THOUGHTS'

by Sidney W. Hudson, Esq.

The argument whether or not engineers are educated has warmed up considerably of late—symptomatic of the drowning man clutching at a straw—and it is likely that it hinges on what is an educated person.

No doubt, originally he was a man who had sat in a university looking out to the world and telling himself that he was absorbing the world's wisdom. On this count, as there were no women in the universities, there were no educated women. Today, this edict still applies. Out of the universities come swelling bands of men, and now also women, waving their B.A.s and turning their classical noses aloft at the engineer.

The engineer is not educated, they declare. During his lengthy and difficult studies, requiring degrees of concentration never before known to man, he has had no time to contemplate the old world's wisdom. This of course is not true. If it were, then all specialists, scientists, doctors, lawyers, etc. would be morons living in mental blinkers. In his training he has had to look not only to the past, but to the present and, above all, to the future so that he can know from where the world has come, where it is and to where it is going.

To the classical scholar, his head thoroughly dug below the surface of his dead leaves, education means the same today as always. To the vast majority of people, however, the human urge for progress leads them to lift their heads and look around so that the road to the bright and exciting future shall be theirs. It is their 'training' which is the new education.

looking back at halton

By Mr. H. P. Baker, M.B.E.
Ex-Station Warrant Officer
Royal Air Force Halton

IT was with very mixed feelings ten years ago, that I was posted to Royal Air Force Halton as an instructor in No. 2(A) Wing, and, of course, as Wing Warrant Officer to boot. Halton was no stranger to me, as I had in the early days of my career, served the station as an R.A.F. Policeman, better known to all apprentices as a snoop. I therefore had not the slightest illusion about the life I was going to have, working once again with these young gentlemen.

As always with apprentices, I was viewed with considerable interest and a lot of suspicion on taking over the Wing. This I took as a very healthy sign. They were quite a long way behind the standard of their counterparts on the other side of the square and this I thought was the first challenge. The shake up started with the S.N.C.O.s and then on to the officers, through the medium of the Commanding Officer. It was not long before it had the desired effect, and the wing became known for its good drill and smartness in turnout. At the time, I do not think this was very much appreciated by the lads themselves, but I think once they accepted what they could do and could not do, the team—and that is what the wing became—pulled extraordinarily well together.

No. 2(A) Wing held the distinction of producing the Royal Guard of Honour for Her Majesty the Queen on the occasion of her visit to Aylesbury. They did it well—as well, to my mind, as any seasoned soldier could have done—and I was extremely proud of them in every respect. It was no surprise to me when the Air Ministry, as it was then, decided to give us the exacting duty of providing Route Lining Contingents for Her Majesty's State Visits in London. Again each and every apprentice rose to the demands placed on their shoulders. Credit must also be given to the magnificent efforts played by the Officers and S.N.C.O.s too, who worked so hard to obtain the results achieved.

Many an officer, I am quite sure, almost had heart failure, when he found he too had to work equally as hard to perfect his sword drill. It was not at all uncommon, to hear weird noises coming from sections of the surrounding woods together with, at times, an awful lot of bad language. Even so, when finally put to the test, they came out of it very well. As most people serving at Halton at that time will well remember, it did not take very much to go wrong, to bring the wrath of the almighty down on

their heads. That was pretty often. Even so, I think I am correct in saying that the Air Commodore took a tremendous pride in the finished product. He flogged himself harder than anyone on the station, though there was of course occasions when this was not appreciated. Nevertheless, it produced the results.



The strictness that existed at the time also produced the inevitable run of pranks, which seem to have died down considerably since those days. I particularly remember the Dummy Bomb with an alarm clock ticking away merrily in it. A bomb disposal unit eventually pronounced the all clear and things returned to normal. A similar effort took place when a magnificent rocket made from cookhouse jam tins suddenly appeared in the grounds of a girls High School. This apparently drove the Head mistress to distraction, again requiring the services of a bomb disposal unit, this time American. They were so impressed with the workmanship that they obtained it for their own museum. This was to the great pleasure of the craftsmen who made it.

There was also the occasion of 'Halton's National Sock Week'. This caused considerable amusement, as every apprentice, some two thousand of them, gave a pair of socks (which they never got back and which is another story). These hung at intervals of a foot apart, all down Beacon Hill, with the odd sheet every fifty yards or so right across the road, announcing their purpose. This

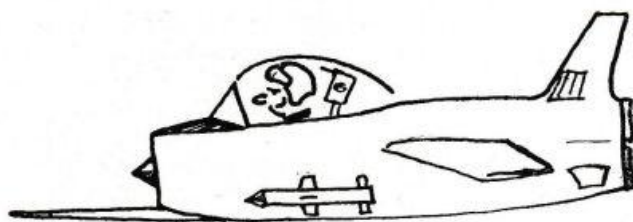
gave the hill quite a festive look of roadside bunting. The front of the Officers' Mess (Halton House) has also come in for some attention. It was mysteriously painted a bright blue; but they slipped up there. After the Sunday Church Parade I sat for the rest of the day and watched the Apprentices scrape it all off. In fact they gave the entrance quite a face lift.

There was the effort of a certain F.S. Apprentice, who dressed himself as a padre and had free drinks in the Officers' Mess, to the discomfort of several who shall remain nameless. There were the chaps who built a 'Sputnik' and blew a hole in the roof of the building when testing it out. Some enterprising Apprentices removed 'Lord Trenchard's Bust' from the Officers' Mess. One day the flagstaffs suddenly found themselves on the top of the wooded hills behind the Henderson/Groves barrack blocks, all firmly embedded in the ground. Then there was the never-to-be-forgotten 'Helicopter', correctly picketed on the barrack square.

All these pranks were the more amazing when one realises they took place in the dead of night. This shows the type of lad that passed through Halton—thorough both at work and play. There were, of course, a great deal of other pranks. Those I have related must surely live in the minds of all of us who served Halton during this period.

It was with great sorrow on my part when, after six and a half years, I was dug out of my job and given the Honour of becoming the Station Warrant Officer. This has been a job which perhaps has not given me the same feeling of having something to show for any effort I may or may not have put in, but nevertheless, I think, one which has been kind to me as I have had such wonderful co-operation from everyone.

Now after ten years at Halton I retire from the Royal Air Force with deep regret and many wonderful memories, but not with complete severance as, in the New Year, I commence duty as a Station Warden at Halton. This in some measure shows the affection I have for the place and also the affection others too have for me. In saying my farewell, I salute all the lads who did me so proud whilst training and I trust they still remember. To all the regulars who have served with me, I say 'Thank You'.



TECHNICAL WING NOTES

INSTRUMENT FITTER FLIGHT

The departure of the 106th Entry at the end of the winter term brought to a close 25 years of Instrument Fitter training at Halton. The achievements of the last entry maintained the high standard set by its predecessors. Congratulations to the whole entry and in particular to the eight corporals, six of whom were selected for commissions; also to the nineteen who qualified for accelerated promotion to the rank of corporal.

Under the new rationalised trade structure the Instrument Fitter (General) trade has been divided and allocated to the Aircraft Fitter (Elect) and Aircraft Fitter (Airframe) trades, whilst the instrument Fitter (Navigation) subject matter is being taught to Electronic Fitters (Nav Inst) at Cosford. Equipment has been transferred to the new school at Cosford and the staff has been redeployed to various units throughout the Royal Air Force.

Ch.Tech. Hewett and Sgt. Maunton have moved to Cosford on the Electronic fitter (Nav Inst) training. Ch.Tech. Seymour was posted to Leuchars; Sgt. Sutton, after many attempts, succeeded in obtaining a posting with the Royal Malaysian Air Force; Cpl. Knights has gone to Lyneham on a Transport Command specialist course prior to an overseas posting. Ch.Tech. Jones once again goes to the Far East, on this occasion to Tengah, and Ch.Tech. Clarke to C.S.D.E.

Of the civilian staff, Messrs. Dumbrell, Norton, Simmons and Howe all have been transferred to Newton, and Messrs. Warmington and Roberts have joined the Electrical Training Flight.

Our civilian supervisor, Mr. Ken Banks, after having been 'well plastered' during his long absence in Hospital, has no doubt realised that there can be no rationalisation between human legs and car support jacks. We all wish him a speedy recovery and success in his new post.

ELECTRICAL FITTER FLIGHT

The 202nd achieved their objective and we extend to them our congratulations and hope they do well in their service careers. Congratulations to Ch.Tech. Harvey on being selected for an Engineer Commission, a farewell to Ch.Tech. Lyth, Sgt. Abraham and Sgt. Newbold—now residing in sunnier climes; also to Mr. Crowther who left us to do civilian apprentice training in Maintenance Command.

AIRFRAME AND PROPULSION SQUADRON

This term, we regret to say, brings the retirement of two of Halton's stalwarts: Mr. George Edwards and Mr. Eddie Barrett. Mr. Edwards was an instructor to the very first Halton apprentice entry and he retires after seeing the last of them pass out. Mr. Barrett has been an instructor here since 1931 and for many years has been untiring in his welfare work with the local branch of the R.A.F.A.

We also are saying goodbye to Ch. Tech. Worgan after two years instructional service with us. We wish him luck on his trip to the U.S.A. to learn about the intricacies of the Phantom before becoming an instructor at the Phantom Training School.

We also wish all the best to Cpl. Hall who is leaving the Service.

Last but not least, we offer our hearty congratulations to Mr. Meynell (now retired) and Mr. Sibborn on the award of the Imperial Service Medal.

We also say goodbye to Mr. Axtell who is retiring. For 9 years he has worked behind the scenes keeping New Workshops area clean and tidy.

TECHNICIAN SQUADRON

It seems but such a short time since the 107th entry arrived at Halton to commence training as the first Technician Apprentices,

and now they are starting the final run in, their last year of training.

The arrival of the 111th entry bring the Squadron up to its full complement of entries—we wish them well at the start of their new careers.

Congratulations to T.A. Moig of the 107th on winning the 2nd year progress award prize.

We welcome W.O. Cross as the Squadron supervisor. The squadron will benefit from his many years experience as a crew chief.

Finally we say farewell to the Squadron Commander, Sqn.Ldr. Sanderson on his retirement from the Service. In his place we welcome Sqn.Ldr. C. R. Boxsey from R.A.F. Benson.

AIRFIELD SQUADRON

The autumn term at the Airfield was a

quiet one. After the 106th and 202nd Entries passed out, the Squadron turned from training apprentices to cross training the instructors to meet the requirements of the new trade structure and to prepare for the first aircraft technician Airfield Phase.

The week before the Christmas break we welcomed the 203rd entry for their final stint in preparation for their departure to the working world. It is hoped that they took full advantage of the opportunity to have all the Squadron's facilities available for their exclusive use.

At Christmas we said farewell to W.O. Jackman who had decided it was time to see what he could do to enhance the chances of the apprentices at the B.O.A.C. school. We wish him well in his civilian career and say welcome to W.O. Thomas who has joined us from Lyneham.

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and

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★ OR ON LEAVE

R. B. L. stands for all that's best in Laundry
and Dry Cleaning

APPRENTICE WING NOTES

No. 1(A) WING NOTES

107th Entry

The period from mid-term to leave was very quiet but was highlighted by the departure of the 106th Entry leaving the 107th as the Senior Entry on camp.

The two main social events were well supported by the Entry. In the Band competition C.T.A. Laird and L.T.A. MacCallum worked hard to organize 1 Squadron band and were rewarded with a fine victory. In the individual events all members were well placed particularly T.A. Griffiths in the Silver Tenor Drum section.

The second event was the Christmas concert in which two acts were entered. The 'Red and Red Minstrel Show', comprising L.T.A. Beesley, T.A.s Robinson and Willetts, succeeded in taking first prize with satirical songs about the Labour Party. The second act was a composite band called the 'Umtali Feet Stompers' which won second prize. Members of the group from the Entry were L.T.A. Beesley and C.T.A. Brackley. L.T.A. Beesley was in the winning act last year.

In a referees' course held recently L.T.A. Paget and T.A.s Brown (013), Bird and Goss attained their third class standard. It was pleasing to see T.A. Brown come top in the exam and T.A.s Goss and Bird drawing for second place.

Once again the Entry has supported the School teams well with over a third of the Entry participating each week.

109th Entry

On opening, the 109th Entry would like to welcome Flt.Lt. A. J. R. Doyle as their new officer commanding and wish him a pleasant stay here.

This term has proved to be quite an active one for the entry. The band competition, held at the beginning of December, was a great success and proved once again that 'We can do it better'. T.A. Gardner won the Silver Side Drummer award, L.T.A. Barrett the Silver Piper, and T.A. Palmer the Silver Drum Major. T. A. Gardner has since been promoted to L.T.A.

Before embarking on Christmas leave, the entry performed a charitable act by subscribing £32.10.0 towards providing four needy families with food parcels, coal and paying a weeks rent, to help them enjoy their Christmas as much as we did ours.

The entry Christmas card, designed by L.T.A. Wright was a great success and on returning from leave we were delighted to find that both A.V.M. B. Robinson, C.B.E. (A.O.C. 24 Group) and the Prime Minister, Mr. Harold Wilson had acknowledged receipt of our Christmas cards and had returned their own Christmas greetings to the entry.

Further sporting achievements for this term include T.A. Horlock's place in the school cross country and hockey teams, and the gaining of the following Judo awards:— L.T.A. Taylor—Brown Belt, T.A. Stacey—Orange Belt, and T.A.s Shears, Hastie, Hockley and McIver—Yellow Belt. T.A. Dixon was a member of the Halton Cross-Country team which won the Bucks County A.A.A. Championship.

Both Gliding and Halton Society memberships are on the increase and all in all, 1967 could well prove to be even more successful than 1966 for the Magnificent 109th.

203rd Entry

Although they were called upon to accept the Station Guard of Honour commitment, the 203rd Entry enjoyed a quiet term. There were in fact no visits requiring a Guard of Honour, none the less the usual preparations and rehearsals were carried out and close shaven heads were the order of the day—for most anyway! The Entry provided two immaculate flights at the route lining in London for the State visit of President Ayub Khan.

In the field of sport the Entry continued to do well and no less than six of the Entry are now playing regularly in the School soccer 1st XI (Baker 475, Mendum, Harris, Gooch, Emerson, Brankin—Captain). Nutt and Coulson represented the Station and Technical Training Command at boxing. Missen did likewise at cross country while Baker 524 has now gained a place in the Station Team. In the Station hockey team we have Inskipp and in the table tennis team Cox and Pink.

Christmas brought the Entry into its final term and further promotions were made. C.C.A. Morton became the Sergeant Craft Apprentice; L.A. Moody was promoted to Corporal and C.A.s Swan, Power and Morgan were promoted to L.A. At the same time tears were shed at the imminent departure to Aden of Sgt. Lawton who had gently nursed 'B' Flight since its arrival at Halton. No longer will we witness the neat parabola of a pair of sub-standard boots after being launched from the top floor of Block 8! With this posting the Entry lose the last of their original staff except for the chubby gentleman residing upstairs in Block 7. We welcome Sgt. Bell to the Senior (Craft) Apprentice Entry at Halton.

204th Entry

The 204th Entry is now through its first year and coasting home in fine style. We have ten members in the Brass Band with L.C.A. Walsh as a Drum Major. We have twelve members in the Pipe Band with C.A. Plimmer as a Drum Major and five members in the Corps of Trumpeters which is lead by C.C.A. Davenport, current holder of the Silver Trumpet.

In this period we have enjoyed two Route

Linings and represented the Royal Air Force with a marching contingent in the Lord Mayor's Procession through the City of London.

The entry gave five pounds towards the cost of the Station Christmas Party for local children and, more important, provided all the hands to help on the day and enjoyed it thoroughly.

The Entry crest has been produced as a shield and although we knew it would be the most original ever produced at Halton, it is pleasant to hear so many people say it is.

We won the Challenge Cup for Soccer and twenty nine apprentices have gained colours or represented the School since the last edition was published.

205th Entry

The 205th Entry had a rather hectic start to the term because of the Intermediate Examinations and Route Lining coinciding. The Entry came out on top with a few misses but an overwhelming spirit. For the route lining two flights were provided and maintained the high standard of drill and turnout of the Halton Apprentices in Whitehall.

In the Band Competition the 205th proved their worth by providing the nucleus of the 3(A) Wing Corps of Trumpeters. Congratulations go to C.A. Thomas, the Trumpet Major, in winning the competition.

There were two promotions during the term, C.A.s Barnes and Lucas were promoted to L.C.A. and C.A. Banks became Senior Queens Scout in the Apprentice Troop. The Entry celebrated Christmas by buying and distributing presents to the Bledlow Home for Unwanted Children. After a grand Christmas dinner the entry took part in the annual concert which was a great success. This was the last official function for the Entry in No. 3(A) Wing, and farewells were said to the officers and N.C.O.s who had done so much for the Entry.

The Entry have made a major contribution to most sports during the Autumn Term among which were members who played for the School 1st and 2nd Soccer XI. Worthy of mention are C.A.s Cuthbertson, Wrighton, Wilson, Guyatt, Brown, Hunt, Blakey, and Morris most of whom form the 'backbone' of the Minors team. On the Hockey pitch those

worthy of mention are, Lucas, Griffiths, Small, Briance and Leddra who all play regularly for the Station. In addition the Entry have provided five School Rugby players namely, C.A.s Tucker, Thomas P., Wood, Ayres and Lister, C.A. Lister having been selected for the R.A.F. Colts.

After return from Christmas leave the Entry quickly settled in as the Junior members of the Senior Wing under the able supervision of Sergeants Carr and Evans. They are now fully occupied in the task of proving that they are the best Craft Entry the School has or will ever have.

No. 3(A) WING NOTES

Wing Bands

At the start of term, the Wing Bands underwent a lean period, short in numbers and qualified players. Towards the end of term, the gap was closing due to the energetic recruiting of new members and the dedicated endeavours by the older members to bring the Bands back to their previous high proficiency. This is being achieved, with Pipe Major C.A. Beaney working hard to this end.

The Wing Corp of Trumpeters, who provided the Trumpeters who were in attendance at the Remembrance Sunday Parades at Aylesbury, Wendover and at Bomber Command, acquitted themselves well and were a credit to their Wing and Halton. One of the main highlights of the term was the end of term Bands Contest. Although the Pipe Band put up a creditable performance, they did not win. However the Corps of Trumpeters won their contest, to become the best Corps of Trumpeters. The Pipes and Drums put in their usual appearance at the Wing's Annual Christmas Concert and, to the surprise of those present, demonstrated that Christmas Carols could be played on Bagpipes. At the end of the concert they led the apprentices of the Wing back to their billets, playing the 'Conga'. The Brass Band in the Wing have reached such a standard of proficiency that they are now able to take their place with the Pipe Band on Daily Working Parades, and are playing very well indeed. During the term, a number of 3 Wing Brass Band members took

part with the Station Apprentice Band on such notable occasions as the Lord Mayor's Parade in London and the Passing Out Parade last term.

The Band is now looking forward to the time when the present learners will be able to lend their weight to augment the strength of the band.

110th Entry

The 110 Entry, now Senior Entry on 3(A) Wing, originally consisted of 36 Apprentices. Three left in the early stages for reasons best known to themselves. This entry, after having been incorporated in the Halton scrummage for less than one year, has shown itself as being explosive talent-wise, (and otherwise). One look at the way in which a relatively small entry is as prominently represented as this one is on the sporting scene (and the record speaks for itself) should suffice to satisfy even the most sceptical mind.

The School rugby team has been endowed with such names as Roskell, Strange, Bown and Mills, the last mentioned having recently undergone a trial for the R.A.F. Colts team. T.A. Webber plays for the Station football team; T.A. Voute represents the Under 18's at Basketball. Other names on the sporting scene are T.A. Page and Stenhouse (cross-country), T.A.s Richardson and Robson (.22 and .303 Shooting). Robson also acquired his A. and B Certificate for gliding. White, Ross and McMullan (Karting). T.A.s Burn and Middleton are in training for the D.-W. Canoe Race at Easter. T.A. Chapman has commenced training for a place in the Ten-Tors team. The two outstanding sportsmen, however, are L.T.A. Rank and T.A. Stenhouse, who both achieved, in quite a short time, R.A.F. junior colours for swimming and athletics respectively. It seems certain that the entry, though small in number will, with so much individual talent, make a big impression at Halton during the next two years.

111th Entry

The 111th Entry, 5th entry of Technician Apprentices, arrived at Halton on the 24th October of last year. Of the 37 intended recruits, 33 T.A.s are still with us.

Settling down quickly the entry proved its

worth by winning the Wing Drill Competition after only six weeks training.

On the sporting side, Williams and McMath have represented the School at football, Wright and Sheppard at hockey, Axford and Quick have represented the Station against Cranwell, this being at shooting, Griffith and Cotton have been reserves for the School junior rugby team. Other sports being pursued successfully at present are: Swimming (Wyatt, Munro, Hemstock and Whiteley members of the school squad), judo, fencing, badminton and gliding. In addition to this (formidable) list from such a small entry, several of our number intend participating in the 'Ten Tors' expedition at Whitsuntide.

Of late a keen interest has been displayed in the Wing Pipe Band and the Station Brass Band, and so it is only a matter of time before we have proficient musicians amongst us.

Looking back, this has been a very successful first term, we trust the first of many in which the 'treble-ones' will uphold a tradition, long established by a namesake, of always being No. 1, in triplicate of course!

206th Entry

The 206th Entry, now in the third term of training, have showed all previous Craft Apprentice entries what high standards are! C.A.s Griffiths and Adams G. have represented the R.A.F. at Rugby, while C.A. Hughes, and L.C.A. Barker have supported the Station 2nd XV and Colts teams. The Entry was top of the Apprentice Soccer League and had several of its players selected for schools teams. L.C.A. Lynn has consistently played for the school this season.

Boxing was a sport that the entry really excelled itself in. Many members of the entry entered for inter-entry boxing competitions, the best being selected for the Scott-Paine Contest against other training schools. The smallest apprentice in the Entry, C.A. Keeley, showed that the 206th Entry had a real champ by winning the junior featherweight championships of Technical Training Command. C.A. Josephs also reached the final but was robbed of the decision. (Judges biased towards Locking?).

C.A. Haines has shown that he is the deadliest shot in the Entry and is in the school 0.22 shooting eight.

The Entry Go-Kart team had a good season and their reliability mechanically gave them the top score at all club meetings, C.A.s Young and Davis being most consistent.

The latest addition to the entry has been Vanessa Bailey (8lb 7ozs)—this is our Flight Commander's daughter—our congratulations to Mrs. Anne Bailey on such a splendid effort.

The Princes Risborough Home for Orphans, St. Agatha's was the centre piece of the Christmas festivities when the Entry arranged a party and presents for all the children. C.A. Lowe made a fine Father Christmas and the Entry will be doing the same charity for the children for Christmas 1967.

Finally the 206th Entry would like to thank the B.B.C. Television outside broadcast for the publicity on the occasion of the 14th B.B.C. Television Trophy Aston Hill Climb. The 25 million viewers realised that the 206th Entry were solely responsible for the smooth running of the whole event. Commandant please note—we wish to do the honours on the 15th occasion!

We welcome Cpl. Baker to the staff and hope he will enjoy his tour, having left behind the suns of Aden.

207th Entry

Now in their second term at Halton, the 207th Entry have settled down very well, and no longer have the burden of being the 3(A) Wing 'rooks'.

Many apprentices have excelled in the various school sports teams. In Association Football, C.A.s Dorey and Vallance are well known, not to mention the outstanding efforts in Cross Country running by C.A. Bow, who was a member of the victorious Randall Trophy team. The Rugby fanatics, led by C.A. Tipler and ably supported by C.A.s Dyer and Ryder, continue to play for the Apprentice 1st XV. With 'Ten Tors' still a few months away, twenty apprentices of the Entry have begun training for this event, and it is hoped that they will be successful in gaining places in the final syndicates. During last term the 207th Entry did extremely well in the 3(A) Wing drill competition, being the best team in 1 Squadron, and second overall in the final placings.