

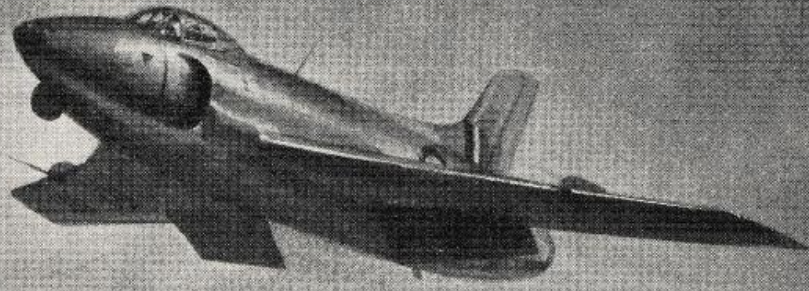
The Haltonian Magazine

68 Edition

May 1954

(Scroll down)

Sperry weather



SPERRY ELECTRIC
GYRO HORIZON



SPERRY
GYROSYN COMPASS



In this issue, the Halton Magazine appears in a new, and, we trust, more attractive guise: new, that is, to the present generation of Apprentices, though the size actually constitutes a reversion to that of the pre-war magazine of the thirties. This return to tradition should command the approval of all Haltonians. The rather oddly shaped magazine of the post-war years had little to commend it, being neither one thing nor the other, but betwixt and between, as it were. It also savoured rather of the hated 'austerity' of those times—about which we hear less in these days. Anyway, here we are, back in one respect at least to the halcyon period before World War II. We have, however, retained the blue cover instead of reverting to the pre-war grey. No compliment to 2 Wing is here intended: we are merely conforming to an even earlier tradition—the original Halton Magazines were blue, not grey. At this point it is of interest to record, by the way, that just thirty years ago the first edition of the Halton Magazine was published, in the Spring of 1924. It has appeared—sometimes twice, sometimes three times a year—ever since, with interruptions only during the period of evacuation in the War. It is fitting therefore that we should celebrate our thirtieth anniversary by presenting readers with this enlarged and improved edition.

Apprentices should note with approval that the recent sounding of their opinion on the contents of the Magazine has borne consider-

able fruit: the 'puzzle' pages, the letters, the features on forthcoming films and other new articles are included at their suggestion. We leave it to them to ensure, by submitting a regular flow of contributions, that the Magazine should continue to reflect their tastes and interests.

We would like to take the opportunity to put in a special plea for support for the 'Letters to the Editor' feature. We welcome letters from any source—Apprentice, ex-Apprentice, civilian, permanent staff, and so on—and use a wide discretion in the admission of subjects for discussion. Considering the extensive circulation of the Magazine, the 'letters' column could easily become its most interesting feature—but again, we must rely on our supporters to bring this about. Let us hear from you. Prospective contributors who feel uneasy on the score of notoriety may rest assured that we are under a vow of secrecy in this respect; provided we know who the writer is, we are quite content to publish letters over initials, pseudonyms, or other forms of disguise.

May we, finally, extend our formal farewell to all members of the 68th Entry and wish them the best of luck in their future careers, coupling this with a sincere welcome to the 77th Entry, who have just arrived: the former have our congratulations, the latter our best wishes. And the 69th, who are in the throes of Final Schools—well, they have, and deserve, our sympathy!

GRADUATION PARADE OF THE 68TH ENTRY



The General Salute

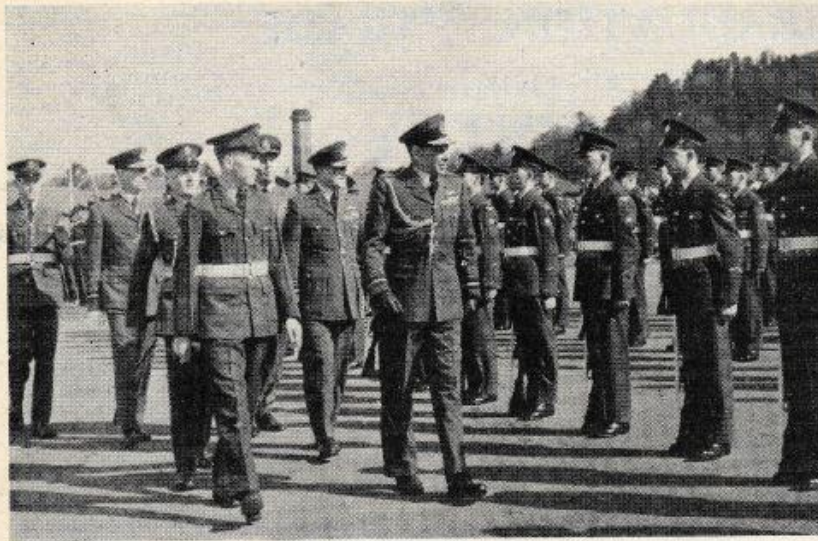
It must have been very satisfying for the 68th Entry after all their hard work to have such splendid weather for their parade on 13th April. It must have been very satisfying too to be reviewed by such a distinguished person as Air Chief Marshal Sir Ronald Ivelaw-Chapman, K.C.B., K.B.E., D.F.C., A.F.C., the Vice Chief of Air Staff.

Promptly at 10.30 Air Chief Marshal Sir Ronald Ivelaw-Chapman, accompanied by Air Marshal Sir Victor Groom, K.C.V.O., K.B.E., C.B., D.F.C., Air Officer Commanding-in-Chief Technical Training Command, Air Vice-Marshal J. G. Franks, C.B.E., Air Officer Commanding No. 24 Group, Air Commodore G. N. E. Tindal-Carill-Worsley, C.B., C.B.E., Officer Commanding R.A.F., Halton, Group

Captain R. J. Carvell, Senior Training Officer, No. 1 School of Technical Training, and Group Captain E. Knowles, M.B.E., Principal Education Officer, No. 1 School of Technical Training, arrived at the dais where he was welcomed by Wing Commander H. A. Paton, Officer Commanding No. 1 Apprentice Wing.

The parade was commanded by F.S/A/A T. E. Enright and the other parade appointments were as follows:

Colour Bearer	S/A/A R. A. Parsons
Colour Escort	C/A/A G. M. Sadler
	C/A/A N. P. Ram
Colour Warrant Officer	
	S/A/A D. L. Clarke
Apprentice i/c Junior Entries	
	S/A/A T. G. Gordon



The Review
of the
68th Entry

Parade Warrant Officer S/A/A J. R. Lees
No. 1 Flight Commander S/A/A R. E. Thomas
No. 2 Flight Commander S/A/A R. de M. Kellock
No. 3 Flight Commander S/A/A J. T. Cave
Drum Major, Military Band C/A/A A. Skipp
Drum Major, Pipe Band L/A/A R. Handy

THE COMMANDANT'S REPORT

After a short break a large audience, including the 68th Entry and their parents, assembled in the Burnett Gymnasium for the prize giving. There, after welcoming the Reviewing Officer, the Commandant read his report.

He began by welcoming the parents and friends of the 68th Entry and then went on to make a few remarks about the school as a

The R.N.Z.A.F.
members
of the
68th Entry





Jubilation

whole. This term the school had received many visits, including one from a party of Foreign Air Attachés, one from U.S.A.F. Training Command, and one from the Bishop of Pittsburg. These had been impressed by the facilities available to our apprentices.

Station activities were brisk and he expressed pleasure at the growth of the Apprentices' Bands and the excellent performance of the Aircraft Recognition Branch of the Halton Society in a competition open to the whole of the Royal Air Force and the Royal Observer Corps.

In the field of sport, an ex-apprentice, Flight Lieutenant Stirling, had captained the English Rugby XV this season. In the school the football had been very successful, four apprentices were in the Station team which won the Inter-Station Road Walking Cup, and two apprentices had won titles in the Command Individual Fencing Championships at St. Athan, while two others were runners-up.

Speaking specifically of the 68th Entry he said that altogether, including 37 apprentices who had been recoured from senior entries, 183 apprentices were passing out. These comprised 145 R.A.F., 12 R.N.Z.A.F., 20 R.P.A.F., and 6 R.Cy.A.F. apprentices. It was the first occasion on which apprentices from

New Zealand and Ceylon had passed out from Halton.

In the practical and theoretical examinations in technical subjects the entry showed a marked improvement on previous entries. Only the Electrical Fitters (ground) and the Instrument Fitters showed any falling off, and that was slight. Thirty-two per cent. of the entry gained the Ordinary National Certificate in Engineering, including one Pakistani and one Ceylonese Apprentice.

The entry was fortunate in that it had visited various industrial firms and had averaged two hours' flying time. Three 'A' and three 'B' gliding certificates had been awarded to apprentices of the entry by the Royal Aero Club.

The entry had also played an important part in the sporting life of Halton, the outstanding members being A/A Wilson-Apperson who won the Apprentices' Individual Shooting Championship at Bisley and was awarded a Life Membership of the National Rifle Association; L/A/A Wilson who twice reached the finals of the R.A.F. 100 yards Championships; and A/A Tamjid of the Royal Pakistan Air Force who represented the Command at hockey.

THE REVIEWING OFFICER

Air Chief Marshal Ivelaw-Chapman then distributed the prizes, an amazingly large proportion of them going to F.S/A/A Enright. This done, he introduced a refreshing touch of informality which delighted the Apprentices, in sitting on the table to give his address to the 68th Entry.

He gave pride of place in his talk to congratulations to the parents of the graduating entry. They had indeed chosen well to permit their sons to take up a career in the Royal Air Force which gave such a great chance of responsibility and promotion at an early age. Subsequent service would broaden their knowledge and outlook and give them a chance to see some of the rest of the world, but above all it would give them the opportunity to help provide this country with military security. We hear a great deal of security from the receiving end, but we are inclined to forget "that this security for the community as a whole is bought by those who are willing to pay for the opportunities of service, and some of those who are willing to pay that price are lined up this morning."

Of course, there was still a great responsibility for the care and protection of these young men, and he could assure parents that he and other senior officers in the Service felt the weight of that responsibility. However, he felt certain that already the apprentices were ready to stand on their own feet and maintain a high standard of ethics.

Next the Reviewing Officer addressed the permanent staff. Their task was a frustrating one, for as soon as the raw material that they received had been moulded into a finished product, it was taken away and replaced by more raw material. But they could take heart, for the Halton boy is still the representative of technical efficiency in the Service—"go round anywhere you like and you will find all Station Commanders, Squadron Commanders, Flight Commanders and indeed chiefs (although they would be the last to admit it) welcome the Halton product."

Turning to the graduation entry he said: "To you apprentices I would like to say 'You lucky

chaps!' I will tell you why. Because you are just becoming part of Service life at one of the most interesting times of British military aviation." They would see a new era in aircraft design, pilotless planes controlled from the ground, the beginnings of space flight, new radar and other equipment still in the hands of the scientists at present—long before the end of their engagements. They could themselves become a useful part of all that progress if they would merge themselves in it and not subordinate their service to wangling an extra half-hour off. They must realise that they were now undertaking a serious job on which men's lives would depend. Therefore they should take the utmost care with their work and remember this rule:—"never attempt to cover up on a mistake, and never be afraid to ask if you don't know."

They should, as soon as they could, volunteer for overseas service. He had noticed during his recent extensive tour of Commonwealth Air Force stations that it was amongst the smallest handfuls of men in the least heard-of places that the highest morale, the best team spirit and the greatest contentment was to be found. "Here is an opportunity the Service offers you," he said, "grab it with both hands, and don't be put off by the distance put between you and the local cinema attractions and the girl in the Post Office." The experience would certainly be worth any sacrifice.

In conclusion Air Chief Marshal Sir Ronald Ivelaw-Chapman gave the entry this thought: "You have for one reason or another, quite rightly, elected as your career to serve Her Majesty the Queen. Now that is a thought which should be a constant, deep, and sincere inspiration to you all throughout your career, a career to which I add my very best wishes for your happiness and prosperity."

VALETE

So another Entry prepared to leave for the wide world. It remained only for an excellent Graduation Ball to be enjoyed, for a few high jinks to be played, and for many handshakes to be exchanged, before a temporary silence fell on No. 1(A) Wing—till the 77th!



L/A/A Rao, F.S/A/A Enright and S/A/A Parsons with their prizes

68th ENTRY CADETSHIPS

G.D. Cadetship

S/A/A Lees — Dixie Grammar School, Market Bosworth
 S/A/A Kellock — Cheltenham College

PRIZE-WINNERS

Monsignor Beauchamp Prize (for the Best All-Round Apprentice)

F.S/A/A Enright — R.N.Z.A.F.

Highest in Order of Merit (All Subjects)

F.S/A/A Enright — R.N.Z.A.F.

Highest in Order of Merit, General Service Efficiency

1st F.S/A/A Enright — R.N.Z.A.F.

2nd S/A/A Lees — Dixie Grammar School, Market Bosworth

Highest in Order of Merit, Educational Subjects

1st S/A/A Kellock — Cheltenham College

2nd C/A/A Guppy — Christchurch Grammar School

Highest in Order of Merit, Practical Fitting Test

(and Winner of Crebbin Robinson Cup)

F.S/A/A Enright — R.N.Z.A.F.

Highest Average for Practical Fitting Test over 3 Years' Course

A/A Colbert — Ramsey Abbey Grammar School

Highest in Order of Merit, General Studies

(and Winner of Elliott Memorial Prize presented by the Royal Aeronautical Society)

F.S/A/A Enright — R.N.Z.A.F.

Highest Pakistan Apprentice in Order of Merit (Winner of Azhar Trophy)		
L/A/A Mohd Amir Rao		
Highest Ex-A.T.C. Cadet in Order of Merit (Winner of Quinton Trophy)		
S/A/A Parsons		Dursley Grammar School
Pioneer Trophy, Highest Aggregate in Final T.S.T.		
L/A/A Reilly		St. Mirin's Academy, Paisley
Best Tradesmen in T.S. Test		
Airframe Fitter: S/A/A Kellock		Cheltenham College
Engine Fitter: 1st A/A Limby		Newhaven Boys School
2nd S/A/A Lees		Dixie Grammar School, Market Bosworth
Armament Fitter: A/A Smith		Plympton Grammar School, Devon
Electrical Fitter (Air): L/A/A Reilly		St. Mirin's Academy, Paisley
Electrical Fitter (Grd): C/A/A Avery		Ebbw Vale County Grammar School
Instrument Fitter (Nav): C/A/A Guppy		Christchurch Grammar School
Instrument Fitter (Gen): F.S/A/A Enright		R.N.Z.A.F.
Sergeants		
Kellock	Cheltenham College	Lees
Parsons	Dursley Grammar School	Thomas
Clarke	Epsom County Grammar School	Cave
		Dixie Grammar School
		R.N.Z.A.F.
		Kibworth Beauchamp
		Grammar School, Leics.

68th ENTRY POSTING LIST (in order of merit)

Enright, T. E.	Cadetship	Whiting, A.	West Malling
Kellock, R. de M.	Technical Cadetship. Henlow	Milne, G.	32 M.U. St. Athan
Lees, J. R.	G.D. Cadetship. Cranwell	McNeill, J. D.	Linton-on-Ouse
Guppy, C. B.	Horsham St. Faith	Reece, J. R.	32 M.U. St. Athan
Reilly, F. B.	Bassingbourn	Sadler, G. M.	West Raynham
Dwyers, J. A.	C.G.S. Leconfield	Lambourne, A. M.	Odiham
Eves, D. G.	*	Iqbal, M.	Pakistan
Ram, N. P.	Bassingbourn	Maxwell, R. W.	Aldergrove
Small, A.	32 M.U. St. Athan	Turrell, G.	Church Fenton
Slee, L. W.	St. Mawgan	Broughton, E.	228 O.C.U. Leeming
Thomas, R. E.	*	Robinson, M.	32 M.U. St. Athan
Avery, D.	32 M.U. St. Athan	Webster, M.	Wittering
Parsons, R. A.	St. Eval	Wilson, G. C.	233 O.C.U. Pembrey
Lamason, D. I.	*	Barrett, R. A.	Gaydon
Howell, W. H.	*	Crocker, B. J.	St. Mawgan
Pratt, J. G.	*	Carr, G. W.	32 M.U. St. Athan
Cave, J. T.	C.S.E. Watton	Holmes, C.	Linton-on-Ouse
Staples, J.	233 O.C.U. Pembrey	Gauntlett, S. K.	32 M.U. St. Athan
White, M. J.	Wattisham	Clarke, P. V.	32 M.U. St. Athan
Limby, D. J.	Bassingbourn	Howard, P.	Binbrook
Rao, M. A.	Pakistan	Williams, M. J.	St. Mawgan
Nicholson, J. M.	Binbrook	Clarke, R.	32 M.U. St. Athan
Bastick, W. A.	St. Eval	Stops, A. G.	Abingdon
Naqvi, S. A.	Pakistan	Akhter, M. M.	Pakistan
Oliver, R. C.	*	Woods, N. G.	C.S.E. Watton
Wijesiri, K. S.	Ceylon	Ayling, M. J.	Leuchars
Lawless, A. L.	*	Kirk, A. O.	32 M.U. St. Athan
Peden, W.	Aldergrove	McCarthy, B. P.	Wattisham
Webb, B. E. St. J.	Church Fenton	Todd, J. W. A.	C.G.S. Leconfield
Collier, P. G.	Bassingbourn	Misso, N.	Ceylon
West, S. N.	*	Brewis, N. A.	C.G.S. Leconfield
Burrows, J. A.	229 O.C.U. Chivenor	Hayes, R. C. P.	32 M.U. St. Athan
Rundle, K.	32 M.U. St. Athan	Holt, D. H.	Duxford
Peacock, W. T.	Linton-on-Ouse	Fenney, H.	32 M.U. St. Athan
Colbert, M. E.	Waterbeach	Middleton, A. A.	32 M.U. St. Athan
Thompson, J. C.	32 M.U. St. Athan	Sumners, T.	32 M.U. St. Athan
Weaver, B. J.	North Weald	Sykes, D. A.	229 O.C.U. Chivenor
Rolfe, J. E. S.	32 M.U. St. Athan	Burridge, R. J. M.	Odiham
McLean, J. M.	*	Baker, L. F.	West Raynham
James, M. G.	32 M.U. St. Athan	Hoyland, J. C.	Topcliffe
Shaw, C. A.	*	Smith, P. G.	St. Eval
Smith, K. G.	Bassingbourn	Greville, M.	32 M.U. St. Athan
Strathairn, O. G.	32 M.U. St. Athan	Wright, H. B.	Kinloss
Davis, E.	Leuchars	Tait, N.	Upwood
Henderson, C. D. C.	North Weald	Hart, R. J.	32 M.U. St. Athan
Clarke, D. L.	Odiham	Jowle, T.	Hemswell
Le-Moine, J.	C.S.E. Watton	Player, J.	32 M.U. St. Athan
Simpson, J.	32 M.U. St. Athan	Clarke, D. R.	Dishforth
Osborne, D. C.	Upwood		

Hatchinson, N.	Hemswell	Waris, M. G.	Pakistan
Wilson-Apperson, W.	Abingdon	Wingfield, S. W.	32 M.U. St. Athan
Hammond, B.	Gaydon	Brain, P. M.	32 M.U. St. Athan
Curtis, L. J.	West Raynham	Naylor, D. M.	Church Fenton
Williams, J. B.	Benson	Osmond, A. M. J.	32 M. U. St. Athan
Hammant, H. J.	32 M.U. St. Athan	Ellis, D.	Bassingbourn
Connors, D. W.	St. Eval	Murdo, J.	Leuchars
Holland, H. R.	*	Hall, D. P.	Bassingbourn
Richardson, R. E.	32 M.U. St. Athan	Marshall, F. W.	32 M.U. St. Athan
Spencer, G. E.	St. Eval	Khan, H.	Pakistan
Maddock, J.	32 M.U. St. Athan	Gibson, G. S.	St. Eval
Moore, T. C.	Bassingbourn	Stocks, M. J.	32 M.U. St. Athan
Parsons, G. S.	Conningsby	Masterson-Ingram, J. I.	32 M.U. St. Athan
Saunders, B. H.	32 M.U. St. Athan	Aziz-Ur-Rahman, M.	Pakistan
Bond, G. J.	St. Mawgan	Bell, J. O.	32 M.U. St. Athan
Dirckze, T. G. A.	Ceylon	Ford, B. C.	32 M.U. St. Athan
Wilson, K. C.	West Raynham	Qureshi, A. R.	Pakistan
Luscombe, M. G.	St. Mawgan	Roper, R. B.	Hemswell
Rawson, W. E.	Acklington	Usman, H.	Pakistan
Hammond, F. G.	St. Eval	Simpson, E. G.	C.S.E. Watton
Khan, S. Y.	Pakistan	Morris, B. R.	St. Eval
Young, B.	32 M.U. St. Athan	Akhtar, T.	Pakistan
Beeley, B. J.	Horsham St. Faith	Gill, A.	Conningsby
Dickinson, M. H.	Pembroke Dock	Almond, T. C.	West Raynham
Hare, P. M.	32 M.U. St. Athan	Barron, C. T.	32 M.U. St. Athan
Mafiz-Ul-Islam, M.	Pakistan	Qureshi, M. S. A.	Pakistan
Limpkin, M. J.	32 M.U. St. Athan	Siddiqi, S. M.	Pakistan
Irving, R. G.	Horsham St. Faith	Moody, P. A.	Hemswell
Ibrahim, M.	Pakistan	Pittock, J. E.	32 M.U. St. Athan
Lambert, E.	Wittering	Philpott, M. F.	Pembroke Dock
Carter, M. E.	Gaydon	Haq, M.	Pakistan
Chilvers, G. E.	Pembroke Dock	Zafri, M. A.	Pakistan
Dearness, A. R.	32 M.U. St. Athan	Pearson, R. E.	St. Mawgan
Baxter, A. C.	Pembroke Dock	Stickings, T. J.	32 M.U. St. Athan
Childs, C. A. G.	Bassingbourn	Jaffri, M. A.	Pakistan
Kidney, M. P. B.	Lyneham	De Silva, K. K.	Ceylon
Adikaram, A. B.	Ceylon	Sadiq, M.	Pakistan
Dye, A. G. E.	32 M.U. St. Athan	Akhtar, R.	Pakistan
Haslett, J. L.	32 M.U. St. Athan	Caspersz, F. I. P.	Ceylon

The Undermentioned Apprentice did not Complete the Examination

Breckell, D. H. Linton-on-Ouse

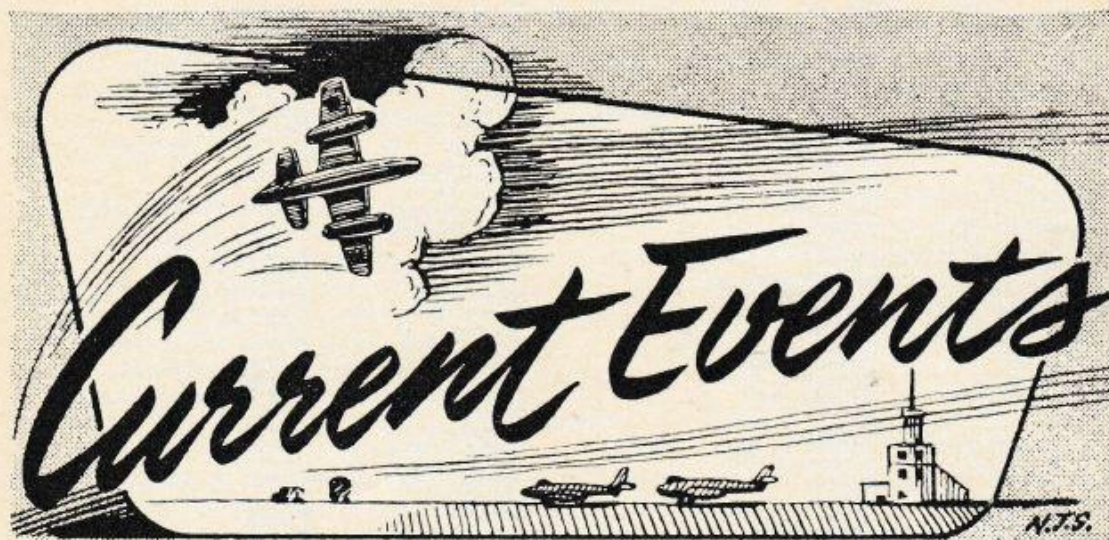
The Following Ex-67th (January, 1951) Entry also Qualified as Junior Technicians

Kingdon, J. H.	32 M.U. St. Athan	Westgate, G. E.	32 M.U. St. Athan
Lee, J. E.	32 M.U. St. Athan	Wingate, G.	32 M.U. St. Athan

The Following Apprentices Passed Out as S.A.C.

Emans, G.	32 M.U. St. Athan	West, D. W. J.	32 M.U. St. Athan
Tully, T. W.	32 M.U. St. Athan	Wyatt, D. J.	32 M.U. St. Athan

* Royal New Zealand Air Force Apprentices will do one year's further training on British stations



Wing Notes

NO. 1(A) WING

THE term has been one of steady work and achievement.

The 68th Entry has progressed through Final Schools and Workshops Examinations to Graduation. The Graduation and posting list of the entry is to be found elsewhere in this issue, but the Wing Staff and the 71st and 75th Entries offer their best wishes to the 68th at the outset of their full Service life. The postings offered a fairly wide choice and we hope everyone will settle down quickly at his new station. Our special congratulations go to F.S/A/A Enright on being recommended for, and S/A/As Lees and Kellock on gaining cadetships.

The 71st Entry have had Progress Examinations to tackle and have begun to show a welcome maturity of outlook. The 75th continue to do good work. The Wing has had average success at sport and has been well represented in School teams.

The permanent staff has experienced one or

two changes and by the time these words appear in print our Wing Warrant Officer, W.O. Shakesby, will be on terminal leave. He has not yet decided on his civilian occupation, but it is understood that he has a choice of posts. We wish him luck in whatever occupation he chooses. W.O. Rich has been appointed as our new Wing Warrant Officer and he has already made himself known to all ranks. F.S. Gray has had a spell in hospital but is back with us again. We hope his recovery is complete and permanent. Sgt. Davies has been away for a while at St. Athan teaching the science of Judo to the P.T. School and is at present on compassionate leave. We hope his family will soon be well again and reunited.

The cycle of induction, training, and graduation continues, and while the 68th Entry leaves the preparations for the reception of the 77th Entry are well in hand. On this thought we close the notes for this term.

NO. 2(A) WING

As Spring is now with us presumably these notes should properly commence with some form of lighthearted nonsense, or at least on a reasonably cheerful note. This term, how-

ever, the converse is the case. The B.K.'s have come and gone and have left us very much where we were before—with very few points towards this year's competition.

For too long have we been the also-rans. It is now up to *everyone* to see whether, by dint of some really hard work, we cannot do better during the summer months. It is possible, but it is up to YOU.

February saw the Apprentices' and Boy Entrants' Boxing Championships at R.A.F. Cosford. These championships include, of course, the competitions for the Sigrist and Scott-Payne trophies. The Junior Competition was won by R.A.F. Locking, but with No. 2 Wing very close runners-up. The result was decided by the last bout of the evening—the amount of twitching in our camp had to be seen to be believed. It would be true to say that the pundits were somewhat confounded by this result, none of them having given our team much chance of winning. Congratulations to Locking on a fine win and to the No. 2 Wing Juniors on the great improvement made since the B.K.'s, but we hope that this is a foretaste of things to come and that next season the B.K. competition will see even further improvement in the already quite high standard achieved.

During this term we have been joined by the 76th Entry who have already shown much promise. We hope that this is not the result merely of initial enthusiasm, but that a really sustained effort by the whole entry will result in a high standard in all aspects of training and extra curricular activities. Three years away seem a long time, but hard work over the whole of this period is necessary if apprentices are to gain the maximum benefit from all aspects of Halton training.

All members of No. 2 Wing will no doubt remember the grass area to the west of the barrack blocks which, for a long time, was used as an illegal dumping ground and incinerator for much of the rubbish which inevitably accumulates wherever apprentices have their abode. This area is now being finally cleared and great schemes are now afoot to put it, together with the adjacent paddock, to a much more practical use. If the necessary financial assistance can be obtained it is hoped to level the whole of this area and turn it into a sports training ground which may, in some measure, compensate the Wing for the lack of its own gymnasium which has for a long time been keenly felt by the more active of our members.

The critical point is "financial assistance." Let us hope that the authorities concerned will view our schemes with the sympathy that we think they deserve. At the moment we are touching wood and keeping our fingers crossed.

Some excellent news of two members of the 67th Entry, which was received too late to be included in the last issue of the magazine, will, we are sure, give great pleasure to all who know the ex-apprentices concerned. Ex-S/A/A Seekings has been selected for a Secretarial Cadetship and ex-S/A/A Wilde for a twelve year commission in the G.D. Branch. Congratulations to both and our best wishes for the future.

The revival of pipe bands for each wing has made possible the reintroduction of the inter-wing Band Competition. The first of these competitions for many years saw the No. 2 Wing Band reach a sufficiently high standard to be declared the winners. Let us hope that this is only the beginning of a long series of successes, although many a Sassenach is undoubtedly wishing that sleeping dogs could have been allowed to lie in peace.

Finally, we have to report the departure from the Wing of one who has been with the unit for so long that the circumstances of his arrival are lost in the mists of time. Flt.Lt. V. H. Searles, Wing Adjutant, has been transmitted to a higher plane—he has taken over C.D.O.—so even now we are happy to say that we do not have to say goodbye. We have high hopes, however, that the wing will derive considerable benefit from this change, in terms of a more even balance between wing establishment and strength, of course. We welcome, as Flt.Lt. Searles' successor, Flt.Lt. C. Eccleston, who seems to have spent most of his last few years out in the wilds. Firstly, at R.A.F. Mafraq, Transjordan, and then for a brief period at Bircham Newton, where he achieved the difficult transition from Airfield Controller to Secretarial Branch Officer. Will he be with us for as long as his predecessor, we wonder? Last, but not least, we welcome as N.C.O. i/c No. 3 Squadron, F.S. L. T. Lingham, whose last post was as an instructor on the Senior Trade Management Course at Millom. We wonder whether theory and practice still have an affinity, or whether apprentices are the exception to the rule in this sphere as they are in so many others. Time will tell.

NO. 3(A) WING

This term we bid farewell to our Commanding Officer, Wing Commander The Earl of Gosford, O.B.E., on his posting to Hawarden in Cheshire as Land/Air Warfare Officer, Western Command. The Wing Commander, affectionately known to us all for so long as 'The Viscount,' has been at Halton since Autumn 1951, and it can be said without any exaggeration, that we have all been very happy serving under his command and are very sorry to see him go. We wish him success in his new posting and hope that he will be able to visit us some day in the not too distant future.

We are glad to welcome Wing Commander W. G. Brinn, D.F.C., D.F.M., as our new Commanding Officer. Wing Commander Brinn comes to us from Bishop's Court in Northern Ireland where he has been Chief Instructor at the Air Navigation School. We hope that he will enjoy his stay with us and that No. 3 Wing will go from strength to strength under his guidance.

We have lost Flight Lieutenant R. L. Ramsay, No. 1 Squadron, who has been posted to Edinburgh, and Flight Lieutenant F. Macken who is to succeed Flight Lieutenant W. J. Bishop at the Airfield. Incidentally, Flight Lieutenant Bishop, an ex-Flight Commander of No. 2 Squadron, is posted to the Middle East; we wish him luck and shall think of him basking under the hot tropical sun, one day when the skies are grey and we are watching the rain gently but consistently pattering down on dear old England.

The Easter Term is always marked by the playing of the Winter Season B.K. matches, and on the whole we have been lucky in winning quite a number of these matches. During the term we have also held an Inter-Squadron Competition in most types of sport and congratulations go to No. 2 Squadron for winning this "battle" by a short head from No. 1 Squadron.

We thought that we had escaped an influenza epidemic, when all of a sudden the S.M.O. sent out an S.O.S. for accommodation for sufferers from this wretched sickness, and this resulted in the ground floor of No. 4 Block being turned into an Emergency Sick Bay. This lasted until the time came to go on leave for Easter, when most boys managed to recover sufficiently to go home.

The decorators have been busy in the Maitland Area, resulting in the complete redecoration of No. 1 Squadron and the partial redecoration of No. 2 Squadron. All windows and other wooden parts of the buildings in the Wing have received complete repainting and so the Wing as a whole should look very smart this Summer. It was rumoured that when the painters scraped some blanco away in No. 1 Squadron, No. 2 Block fell down, but this was later found to be incorrect.

Each Squadron now has its own Dining Hall, Nos. 1 and 2 Squadrons being up and downstairs in Maitland Dining Halls and No. 3 Squadron being in Paine Dining Hall. This arrangement has been found to be administratively better than the old system of sitting by Entries. The Dining Halls in Maitland have been redecorated and now that new curtains and pelmets have been put up, the whole atmosphere is considerably improved.

The three Senior Sergeant Apprentices in Nos. 1, 2 and 3 Squadrons are 147 S/A/A Walter, 247 S/A/A Quinn and 047 S/A/A Gordon. Is it lucky for one's number to end in 47—or is this just coincidence?

Squadron Leader Durell, the Wing G.S.T.O., is wrestling with the problem of how to arrange the 69th Entry's Graduation Parade with 282 apprentices actually graduating. This is the largest Entry to graduate for many years, and with five flights trooping many snags have occurred. However, all necessary rearrangements are well in hand, and we are hoping that this parade, our event of the year, will be one of which we can be really proud.

THE SENIOR ENTRY

At last we of the 69th are in our passing-out term. It has been a long time but has certainly been worth waiting for.

Perhaps we will be remembered in the future for our wide range of sporting personalities, both in Station and School activities—although Wednesday afternoons may soon provide less scope for the imaginative types who specialise in cross-country running through the hills. Or perhaps it will be for our technical and educational attainments. Or even perhaps just for the numbers in the Entry. But we ourselves will remember Halton for the people we have met and the good times we have had here.

Who will forget the Summer Camp, and the battle royal we had with our rivals from Locking?—their banner was never the same afterwards. Another outstanding event was Coronation Night when the Entry's Band led community singing in Trafalgar Square to the tune of "She Wore a Yellow Ribbon," the spectators joining in with greater zest than the Apprentices.

Since we have lived together for a long period, naturally much close and friendly rivalry has arisen, and the various trades refer to themselves as the "Kremlin Guards," the "Dustbin Bashers," and the "Holiday Camp-

ers." The derivations of these names are indicated by the accompanying sketches of 3(A) Wing on parade. This rivalry was particularly noticed during the Final Airfield Training when each Trade depended on the other and mistakes were quickly commented on. But who will blush when we record the fact that one Engine Fitter walked down a ladder backwards—straight into a bucket of oil? We also noticed that the Instrument Fitters found other uses for silica-gel; it even came in several calibres.

We do not claim that our N.C.O.s have been unusual. Perhaps the word should be 'eccentric.' It is whispered that a certain Corporal Apprentice (lucky fellow) holds a season ticket to 'the Windmill,' while another has suffered from finger trouble since he demonstrated the triumph of matter over mind by pointing inside a revolving display engine. Yet another, hastily vaulting over a wall in search of who knows what is said to have found himself waist deep in a green covered pool of water.

In lighthearted conclusion we say 'Au Revoir' to Halton and recommend to those that follow us the motto of the 69th Entry:

'Nosce aut fac viam'

TECHNICAL TRAINING WING

With the departure of No. 24 Group Headquarters to Spitalgate, the Airfield accommodation previously used by them has become available to Technical Training Wing. This extension of our accommodation ties up with plans now under consideration for the modernisation of Airfield Training Squadron, and its establishment as a separate training entity under our own administration. Should this modernisation be approved by the powers that be—Flt.Lt. F. Macken, who has joined us from No. 3 Wing as Officer Commanding Airfield Training Squadron, should find his period of office an eventful one. Flt.Lt. W. J. Bishop, who took over from Flt.Lt. Chiverton, is now leaving us for an A.I.S. Course and an appointment in M.E.A.F.

The fact that the roads around the Workshops' area have (at last) been re-surfaced has led to considerable speculation as to how much

(or little) is left in the kitty for other improvements; this speculation includes a rumour that the Old Workshops is to be re-roofed, and even that modern fluorescent lighting may spread beyond the Electrical Workshops. There may be an undercurrent of truth in these rumours, but we would suggest that such "Aids to Instruction" in the Old Workshops as umbrellas; tarpaulins; emery cloth (for removing rust); night binoculars; etc.; be retained for the present. The probability is that they will still be required next winter! Meantime we note with pleasure that the Works department have made a start on some of the changes arising out of our re-organised set-up; and we have reason for believing that a fair measure of modernisation of our static equipment will form part of the programme of the work being done.

Would that we were able to modernise some

of our training equipment also! In this matter, however, we can only say at present that we have made our bid and are well placed "In the queue"!

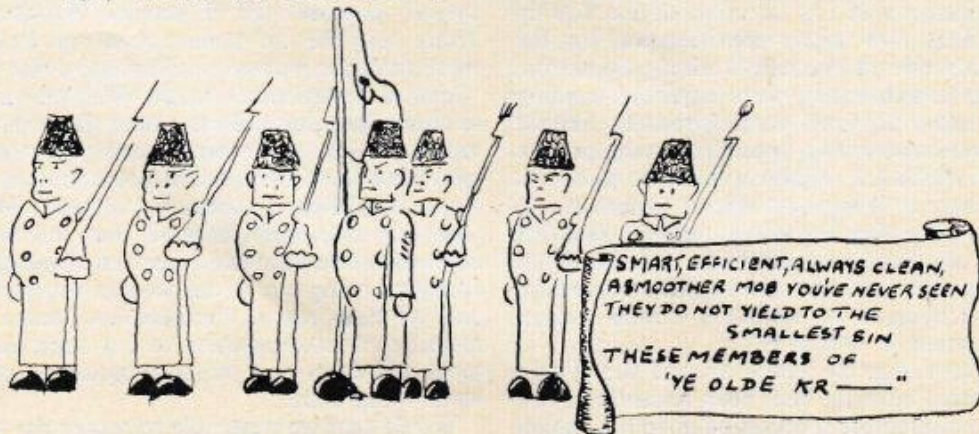
ENGINE FITTER FLIGHT

We open our report in this issue on a note of congratulation—to Mr. Ware on his return to health and harness—to Fg.Off. E. Harrison, who has now been appointed a Flight Commander at Cosford on his successful completion of the O.C.T.U. course at Jurby, and also to Cpl. Sillince on his promotion to Sergeant. These items give considerable pleasure; unfortunately, this pleasure cannot but be tempered by the continued movement of our staff, no less than twenty-one new Service instructors having been posted in since our last report went into print. We regret the going of those posted out, and we welcome the arrival of those posted in but cannot resist the comment that a list of these postings reads like a "General Movement Order."

Despite these upheavals the Section continues to function, as evidenced by the Graduation of the 68th Entry with very satisfactory results, only one apprentice failing to qualify. This is due entirely to the efforts of all members of the staff, whose willing co-operation during "sticky" patches precluded the possibilities of the works becoming "Gummed up."

Speaking of effort reminds us that we have noted with interest the sudden assiduous attention lately being given to our Tech. Library by some of the younger members of the staff—we wonder what they are after?

3(A) WING ON PARADE—1



We assume that it is knowledge and promotion.

It has also been apparent from the attitude of the 69th that they do not intend to fall below the efforts of the 68th in their forthcoming graduation. If the initial feverish activity on Revision is maintained they should do equally well.

Finally, we are now in the process of implementing the fairly extensive changes in the training syllabus approved by Higher Authority which, when in full operation will, it is hoped, enable Engine training to keep well abreast of the times.

AIRFRAME FITTER FLIGHT

Last term was marked by a major change in the syllabus of training; Carpentry has been deleted as a Trade Requirement for airmen of the trade of Airframe Fitter. The instructional staff have felt for a long time that this was necessary, as under the New Trade Structure the Carpenter 1 is the expert on the construction and repair of wooden aircraft. The Airframe Fitters' knowledge of this therefore, was only a duplication of that of other tradesmen. The new Basic III syllabus is now in full swing. This has been re-organised on the basis of rivetting, rivetting and still more rivetting; a subject in which it is felt that the aircraft fitter cannot have too much practice as such a high standard of skill is necessary in the repair of the new highly stressed aircraft now coming into service.

Since these notes last appeared we have welcomed Cpls. Bicknell, Drake, and Palfrey to the instructional staff.

The winner of the Instructors' Shield for the best progress in the second year of training was S/A/A Crookes of the 70th. The runner-up was A/A Cooksey; both these apprentices are to be congratulated on a particularly good effort.

During the term visits were paid by the 68th Entry to Messrs. De Havilland; and by members of the instructional staff to Messrs. Lockheeds; Bifurcated and Tubular Rivets; and to R.A.F. Stations Little Rissington and Wyton.

GENERAL ENGINEERING TRAINING SECTION

The 75th Entry have maintained a high standard during the whole of their time in General Engineering Training and we hope they will carry on the good work in their respective sections. This Entry will also mark the end of instruction in Welding except for Airframe Fitters—very welcome in one aspect—as the G.E.T. is now housed compactly in Nos. 1 and 2 Bays.

G.E.T. instructors played a prominent part in the recent Handicrafts' Exhibition, with special mention to Ch.Tech. Franklin in the metalwork section which helped to win the Inter-Station Cup for Halton.

AIRFIELD TRAINING SQUADRON

Many changes have taken place at the Airfield since our last report. Station Flight have left us for Spitalgate after being in residence

here since "Time was." Their departure has, however, helped to solve some of our accommodation problems which had become acute with the increasing size of Entries. The Flight will continue to visit us at frequent intervals to give apprentices air experience during their First and Final Airfield Phases.

There have been staff changes too. Flt.Lt. Chiverton has gone to Merryfield (Flying Training Command) and his successor, Flt.Lt. Bishop, after a very short stay, is also "on his way"; our best wishes go with them for "Happy Landings" at their new Units. We welcome Flt.Lt. Macken as our new "Skipper" and trust that his tour with us will be a happy one.

ELECTRICAL FITTER FLIGHT

The month of April saw the Final Trade Tests and Passing-out of the 68th Entry. Prior to this the Entry visited the Works of the B.T.H. Company at Coventry, and we hope the extension of their knowledge consequent on this visit was of assistance in their final examinations. R.A.F. Station, Wyton, initiated Cpls. Milham and Hughes into the mysteries of the Canberra and, incidentally, exhibited with justifiable pride the world-famous Canberra Mk. III which recently won the England—Australia Air Race in record time.

A number of new Service instructors have arrived in the Section and have been sent on the S.T.O.M. course at Cosford, where W.O. "Curly" Latham is (we hope) enjoying the

3(A) WING ON PARADE—2



Trade Supervisors' course. Cpl. Elleker is also on a course, on Hastings aircraft at the De Havilland Works at Hatfield. Sgt. Johns is with us no longer; he has been posted to the Instructional Staff of the Vickers Aircraft Company at Weybridge, and, we understand, is finding the post very much to his liking.

We regret to report that Cpl. Knight "pranged" whilst riding his motor-bike. It appears that—presented with two evils—he chose the lesser, of all things, a concrete post; the post remained whole, but Cpl. Knight's leg did not! He is now in residence at Portsmouth Hospital; we wish him a complete recovery and a speedy return to duty. Cpl. Gregory no longer roars around the countryside on his "menace" but has joined the happy band of car owners with a Bond Minicar. Less risk and a lower speed we hope!

It is whispered that Sgt. Sheperd is expecting a "Happy Event" and had planned the spending of the repayment of income tax he could claim should the event occur before the 5th April. But, alas, bad planning somewhere! It is also whispered that a popular officer in the Section is on P.W.R. If this is not "scrubbed" our loss will be someone else's gain, but it is expected that a large collection of photographs will be considerably increased. No prizes are offered for the identity!

INSTRUMENT FITTER FLIGHT

We ended the Winter Term with a change of Officer Commanding, and wish Fg.Off.

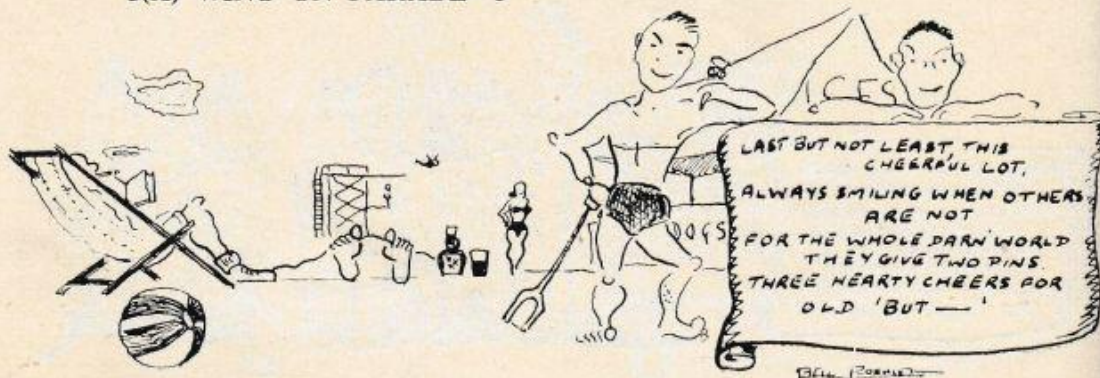
R. A. Herring good fortune at West Malling. He has handed over to Flt.Lt. A. W. J. Robinson who was very pleased to take over such a happy section.

We have lost Mr. A. A. Edwards, who is now an instructor with B.O.A.C., and welcome F.S. Hazel and Jnr.Tech. Griffiths from Cardington; Mr. Watkins (ex-Sergeant of this section) is back with us from Melksham, and Mr. Tully who had been an instrument fitter at Leconfield. Sgt. Edgcombe is due to leave the Service, but we are fortunate in that he will be staying with us as a Civilian Instructor. Cpl. Pulford and Cpl. Brown have turned their stripes upside down and are now Cpl.Techs. Congratulations to Snr.Tech. Griggs on the addition to his family of a bouncing baby girl—we hear that he is fitting a Mk. 9 to his pram.

The 68th have completed their graduation with 100% success, particularly F.S/A/A Enright and C/A/A Guppy who were top in the General and Navigation Trades respectively. In addition F.S/A/A Enright won the Crebbin-Robinson Cup for the best Practical Fitting Test as well as many other prizes recorded in earlier pages of this issue. Well done 68th! and the best of luck in your new jobs.

A number of visits were made last term, including the 68th Entry's tour of Kelvin Hughes at Barkingside, and instructors' visits to Abingdon, Little Rissington and Wyton.

3(A) WING ON PARADE—3



ARMAMENT FITTER FLIGHT

The population of the Armament Fitters' Workshops continues to show an upward trend, with a corresponding increase—but of course, lagging—in the numbers of our permanent staff. The accent has been on movement, both of staff and training facilities during the past few months. We welcome Sgt. Irving; Snr.Tech. Lyons; Cpls. Spiers, Rhodes, Wainwright, and Richards to Halton and hope their stay will be long. Mr. Butler has joined the civilian staff and will be no stranger to many of us who will remember him in the past as a Flight Sergeant Instructor. Mr. Lamberton has taken over the newly created post of Civilian Supervisor. He comes to us from the Central Gunnery School, Leconfield—back to earth with a bang! Sgt. McDonald

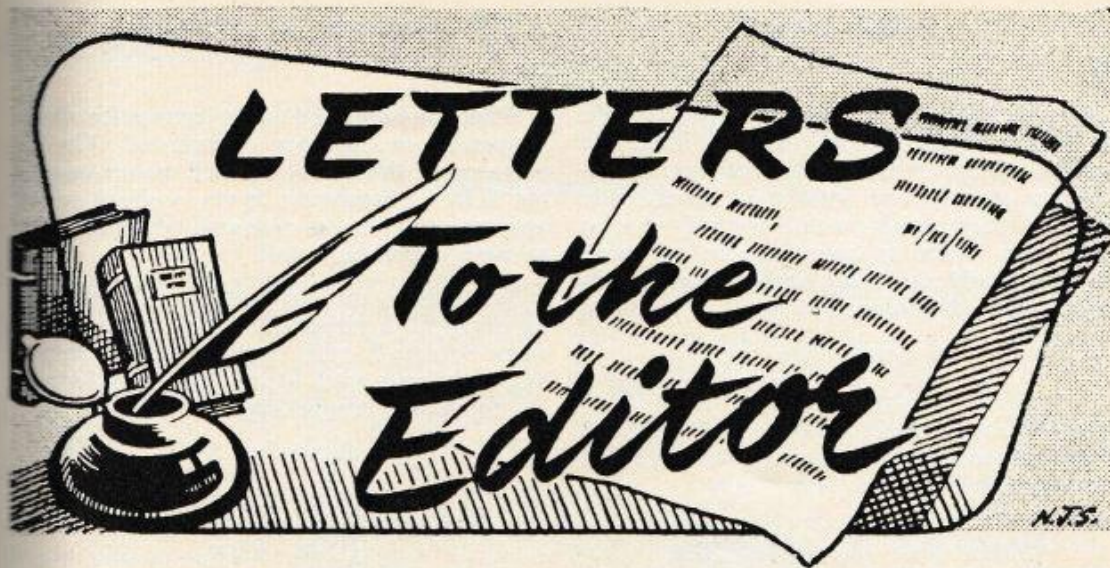
has been posted "North of the Border" and we wish him good luck, he will be hard to replace. Sgt. Brown has left us for No. 10 S. of T.T. Kirkham on promotion.

Congratulations also to Snr.Tech. Bentley and Snr.Tech. Taverner on their promotion. The recently announced improvements in Technician rank promotions has set Snr.Tech. Creffield and Cpl. Anderson watching for the "Promotion Bird" also.

At the time of writing No. 68 Entry are just completing their Final Workshops Examinations and we look forward to very good results. The enormous thirst for knowledge shown during the last few months must surely bring its reward, and a considerable improvement on past Entries is expected. We wish them good luck in the future.



A line-out in the match between the Royal Air Force and Cambridge University, played at Halton on February 14th. The Royal Air Force won, 16—8



Brickbat

Sir,

Why is it that the Halton Magazine is so conspicuously lacking in humour? Walking round the billets, provided you know the right places to look, you can find drawings, rhymes, and jokes galore. Surely on a camp this size something must get through to the right people. I am not alone in this complaint—I have heard similar complaints from the 70th and 73rd Entries.

Yours, etc.,

J.K.S. (76th).

(We can assure readers that next to nothing in the humorous line gets through to the Right People—we only wish it did!—Ed.)

Bouquet

Sir,

I am writing this to compliment you on what I think is an excellent and well set out magazine. It seems to cover every single activity at Halton.

I first read the magazine about six months before I became an Apprentice and I must say that it was mainly through the contents

that I joined. It gives outsiders a very good idea of what goes on here and what a good job Halton is doing for the R.A.F. today.

I sincerely hope that the standard of this magazine will be carried on and I am looking forward to reading future issues.

Yours, etc.,

P. CONNOLLY (75th).

Reveille Reviled

Sir,

Every morning at half past six the still, virgin peace of the world is barbarously shattered by the strident tones of a trumpet. It has long seemed to me that this method of rousing Apprentices from their slumbers is psychologically unsound for its effect is merely to drive them still further under the blankets. How much more effective it would be to tannoy the scrumptious bubbling and spitting of bacon and eggs sizzling in a frying pan. If, in addition, some means could be found of insinuating the aroma of hot coffee and nicely browned toast into the barrack blocks, even the most slothful Apprentice would become an early riser.

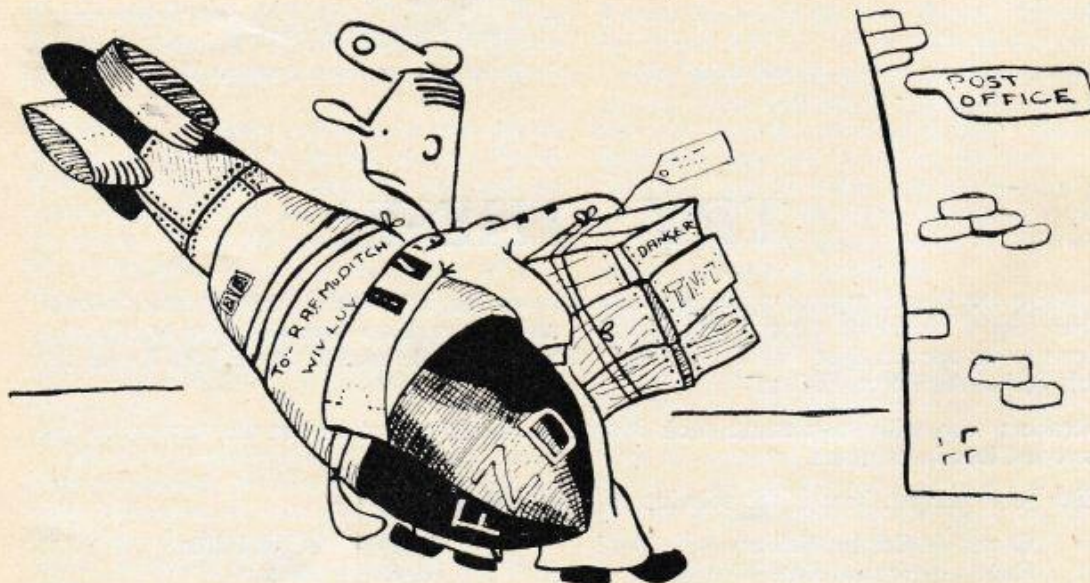
Yours, etc.,

P. N. RUSKIN (75th).

THE FINAL EXAMINATION

1. At an Apprentice Training School, five apprentices took an examination in English, Maths, Mechanics, Drawing, and Science.
2. In each subject, the sum of the actual marks obtained was 50, except in Drawing, where the sum was 60.
3. No two candidates obtained the same mark in the same subject.
4. Each apprentice was top in one subject, second in another, third in another, etc.
5. A/A ABLE was top in English with 26 marks, and bottom in Mechanics.
6. A/A BAKER was top in Maths with 15 marks and second in English with 16 marks.
7. A/A CHARLES was top in Drawing with 14 marks and second in Science with 18 marks.
8. A/A DOG was third in Maths with 12 marks and top in Science with 19 marks.
9. A/A EASY was bottom in English and second in Drawing with 13 marks.
10. The highest mark obtained in any one subject in the exam was 40, scored by EASY.
11. The lowest marks in English, Maths, Drawing, and Science were 1, 4, 10, and 2, respectively.
12. CHARLES' mark in English was the same as EASY'S mark in Maths.
13. ABLE'S mark in Science was the same as DOG'S mark in Mechanics.
14. BAKER'S total mark was the same as DOG'S.

What was the Final Order of Merit?



"Government explosives may be transported by rail, road, sea, or air, but under no circumstances are they to be despatched by post"

A.P. 2608A (2nd Edition) Part 3, Section F, Para 1. "Transportation of Explosives."