

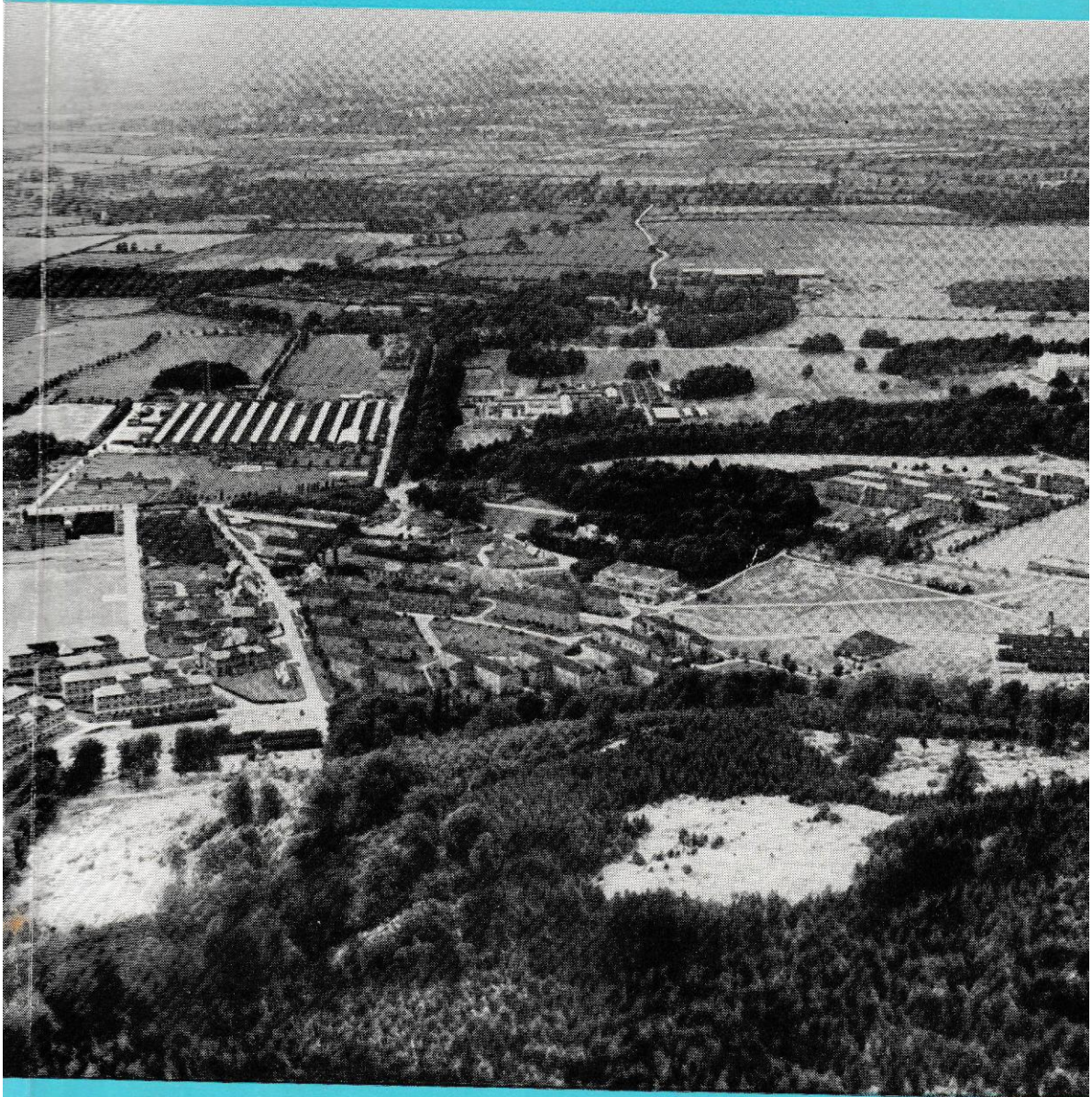
The Haltonian Magazine

*48 Edition*

Summer 1947

(Scroll down)

# THE HALTON MAGAZINE



SUMMER - 1947



**THE HALTON MAGAZINE**



**Summer . . . . . 1947**

## EDITORIAL

So many Station events have occurred since the last issue of the HALTON MAGAZINE that the Editor is faced not with having too little to say but rather with having too much to cram into the small space available.

Memories of the Great Frost, the Blizzards, and the Fuel Crisis, culminating in the Station being closed down over a training period of three weeks, are now almost legendary topics to the trainees, but the permanent staff who carried on under Arctic conditions will not readily forget the experience.

Within a week of returning from "Fuel Crisis Leave" the 48th Entry were faced with their Passing Out Inspection. Under the wintry conditions prevailing it was obvious that the usual full parade on the square was impracticable and it was decided to confine the inspection to the Entry passing out. The result was a most successful parade in No. 6 Bay of the Workshops. The bearing of the Entry at close quarters was magnificent. The speech, in the Burnett Gymnasium, by the Inspecting Officer, Marshal of the Royal Air Force, The Viscount Portal of Hungerford, K.G., G.C.B., O.M., D.S.O., M.C., is reported in full.

It was particularly gratifying to meet "old timers" after the ceremony and listen to their accounts of how the Halton tradition was built up. It was equally gratifying to receive their critical appreciations of the present day product.

The visit of the Delegation of the Supreme Soviet of the Union of the Soviet Socialist Republics to Halton on Thursday, 27th March, 1947, marred though it was by bad weather curtailing the Flying Display in the afternoon, provided an opportunity of demonstrating the living and working conditions of training units on the Station.

Other memories crowd in thick and fast; the rousing choruses in the B.B.C. Broadcast Series "Let's all Sing"; the homeric struggles in the R.A.F. Rugby Union Inter Unit Cup Competition; the brilliant running in the Cross Country Competition; and the thrilling Flying Demonstrations by Aircraft of the Home Commands, Royal Air Force.

The enterprise of the Advertising and Publications Manager, Flight Lieutenant Gordon Hargrave in brightening up the whole Magazine, including both the front and back covers of the last issue of the HALTON MAGAZINE has met with so much approval that it is intended to continue the idea for future issues. It must be remembered, however, that new ideas, easy though they may be to come by, are not so easy to carry out in these days of austerity, and this scheme in particular was very nearly wrecked by an increase in printing costs of 33½ per cent. If the Magazine is to maintain its present standard of production it must be supported by all ranks. We require more contributions, and we must sell at least one copy of the Magazine to each individual on the Station.

To the long list of distinguished ex-Haltonians to whom reference has been made in the past, we extend our congratulations to Air Commodore F. Whittle, C.B., C.B.E., on his recent election as a Fellow of the Royal Society. Equally hearty congratulation to the nine aircraft apprentices of the 48th Entry selected for training for commissions, and to the at present unknown number from the 49th Entry. How many of them will succeed in equalling Air Commodore Whittle's "meteoric" career remains to be seen! "*Per ardua ad astra.*"



## **SERGEANT THOMAS GRAY, V.C.**

*Citation in LONDON GAZETTE*

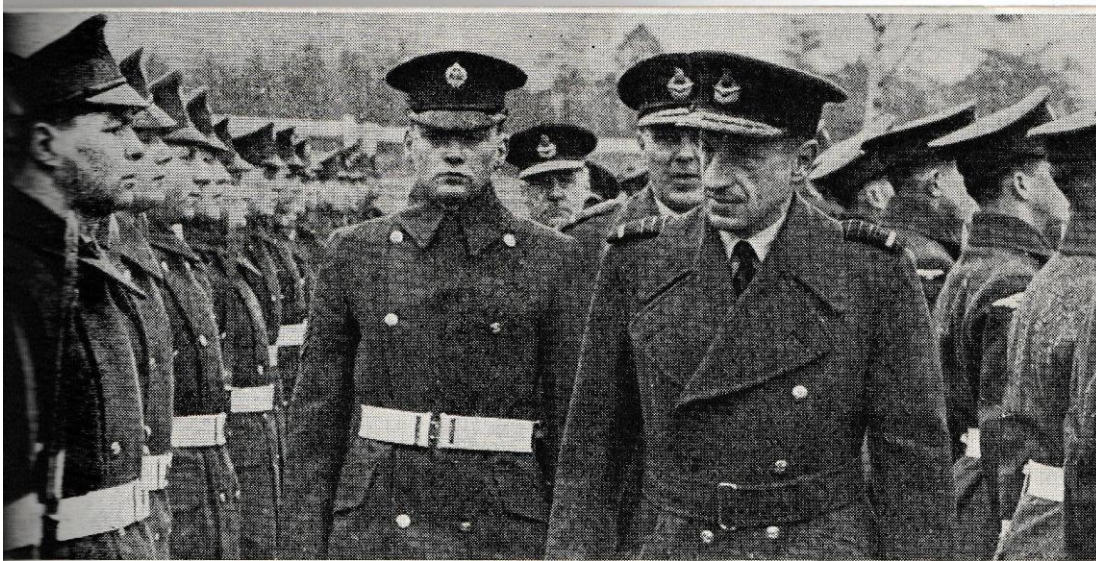
His Majesty the King has been graciously pleased to confer the Victoria Cross on the undermentioned non-commissioned officer, in recognition of most conspicuous bravery.

Flying Officer Garland was the pilot and Sergeant Gray was the observer of the leading aircraft of a formation of five aircraft that attacked a bridge over the Albert Canal which had not been destroyed, and was allowing the enemy to advance into Belgium.

All the aircrews of the squadron concerned volunteered for the operation and, after five crews had been selected by drawing lots, the attack was delivered at low altitude against this vital target.

Orders were issued that this bridge was to be destroyed at all costs. As had been expected, exceptionally intense machine-gun fire and anti-aircraft fire was encountered. Moreover, the bridge area was heavily protected by enemy fighters. In spite of this, the formation successfully delivered a dive bombing attack from the lowest practicable altitude. British fighters in the vicinity reported that the target was obscured by the bombs bursting on it and near it. Only one of the five aircraft concerned returned from this mission. The pilot of this aircraft reports that besides being subjected to extremely heavy anti-aircraft fire, through which they dived to attack the objective, our aircraft were also attacked by a large number of enemy fighters after they had released their bombs on the target.

Much of the success of this vital operation must be attributed to the formation leader, Flying Officer Garland, and to the coolness and resource of Sergeant Gray, who, in most difficult conditions, navigated Flying Officer Garland's aircraft in such a manner that the whole formation was able successfully to attack the target in spite of subsequent heavy losses. Flying Officer Garland and Sergeant Gray did not return.



PASSING OUT PARADE OF THE 48th ENTRY  
19th MARCH, 1947

Speech given by

**Marshal of the Royal Air Force**  
**The VISCOUNT PORTAL of HUNGERFORD,**  
K.G., G.C.B., O.M., D.S.O., M.C.

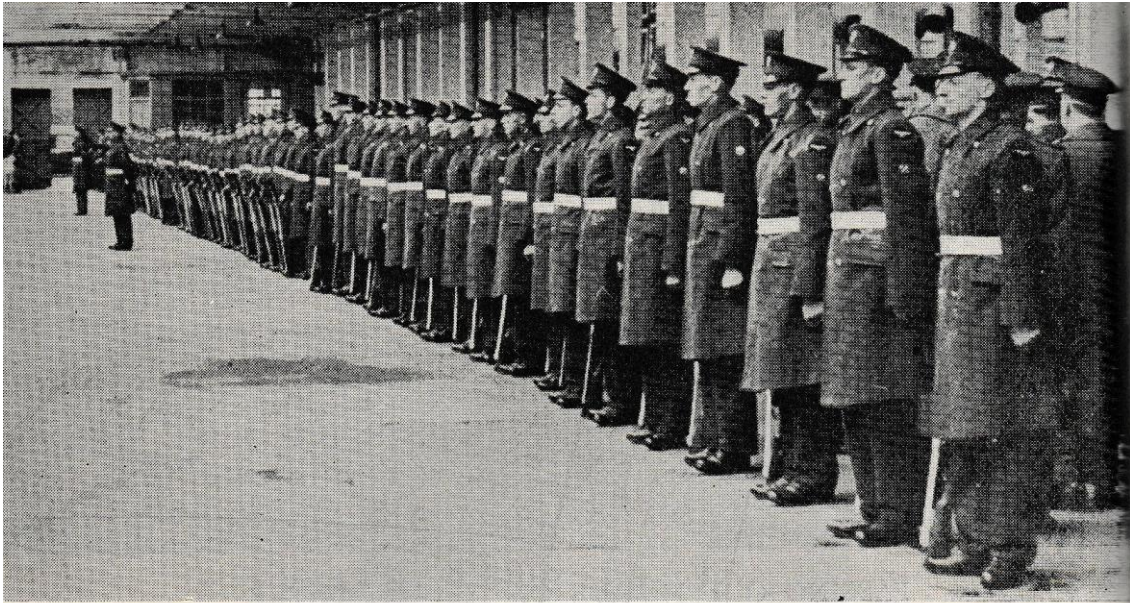
AIR OFFICER COMMANDING-IN-CHIEF, A.O.C. No. 24 GROUP, AIR  
COMMODORE TITMAS, AIRCRAFT APPRENTICES, LADIES AND GENTLEMEN,

I have two purposes to fulfil in addressing you.

The first is to say how much I appreciate the compliment of being asked to take this Inspection. It is a great pleasure to be back for a day in the atmosphere of the Royal Air Force, and it does me good to see once more the evidence of efficiency and enthusiasm which is always associated with Halton. Not even the weather and the coal crisis and the resulting long period of unwelcome leave have been able to prevent you from showing me that the 48th Entry mean to be worthy of Halton and the R.A.F.

My other purpose is to return your compliment to me by trying to say something in these few minutes that may possibly be of value to the apprentices who are passing out to take up their future careers in the Service ; but first I would like to congratulate all concerned on what has been achieved. The Station Commander has referred to some of the difficulties Halton has had to face since the end of the war, and I know what a tough job most parents must have had in the last seven years in bringing up boys in the way they would wish ; and I must say that, from what I have been able to see and from what the Station Commander has said about your achievements, Halton and your parents and you yourselves have done a very fine job. I would particularly congratulate not only the apprentices who have won cadetships and prizes, but also their parents, who I am sure must feel very proud of them.

Now, at the risk of saying what is very obvious, I want to emphasise the tremendous importance of the Royal Air Force, not just to those who make their career in it, but to the whole of this nation and to the task we people of Britain have to fulfil in the world at large. I don't think it is an exaggeration to say that because of what it did in the war the Royal Air Force is more admired and more highly respected abroad than any other British Institution ; and this admiration and respect extend from the North Cape of Norway to the Straits of Gibraltar and from the Azores to Athens and on to Burma ; also the Service has a wonderful reputation in all the King's other Dominions and in the United States through close contact in the war between their air forces and ours.



Well, you are going out into the world as the newest members of that great Service. It is a very sick world, and many of the people in it who are not British think that Britain is a very sick country. Even some of the people who are very friendly to us think that. They see that we are poor through the part we took in the war. They see that we are divided again by party strife instead of being one united nation as we were for five of the greatest years in our history. In fact many foreigners think we are on the way to a place among the second or third class countries, and therefore they are inclined to pay less attention than they used to do to our ideas. You can't expect words to have much effect on their opinions ; but what you can do is to help to keep the reputation of the Royal Air Force as high as ever, thinking of it not only as our first line of defence if things go wrong, but as the best means of showing the world by deeds and not by words that in matters of technical efficiency and in the spirit of service—and those are the things which make for real greatness nowadays—we are very well able to hold our place in the front row.

Some of you may be anxious about the future of the R.A.F., thinking that new methods of warfare—the atom and the rocket—will make air forces out of date. I don't think anyone need worry about that. In fact, I think these new things will for many years make air power more and not less important. And though I am no prophet I will tell you another thing, and I don't know whether you will accept it with disappointment or relief. It is that I do not think you will be worried with the care and maintenance of atomic engines in aircraft. Perhaps if you marry late in life and have children who join the R.A.F. they will describe to you in your old age how very simple indeed was your job of looking after a Meteor or Lincoln compared with their job of running the “atomic hyper-supersonic all-purpose helicopter” or some such machine. But for the present I think that one thing is going to keep the atom motor out of aircraft. This is the fact that you have got to have some feet of concrete between you and an atomic engine to keep away the deadly radiations and neutrons that it must always give off.

And while mentioning neutrons, I would like to say that I think in one respect the little neutron has a lesson for all of us. As you may know, when the neutron starts off on its career it gets much further through obstacles than other particles because it has no electric charge, either positive or negative. For that reason it is not continuously losing energy by being diverted from its course by likes and dislikes, but just carries straight on until it arrives. I wonder whether some of us would not have more effect in life, and get on better, if we did not allow ourselves to be attracted and deflected

by positive and negative charges such as dislike of someone we have to serve with or under, or too close a friendship with someone who for all his attractions—and perhaps I should say it might be “her” attractions—is really rather a “bad hat”?

And this brings me to something that I want very much to say to you. It would be the greatest possible mistake to imagine that your career and your usefulness depend only on the technical skill of your brain and hand. Technical skill is tremendously important, and it is growing more and more important with new developments, and without it the R.A.F. would be powerless and useless. But when one has said all that one has not said everything. It will make a vast difference if, as well as giving the R.A.F. the service of your brains and hand, you put your hearts into it too. I am sure the hearts of most of you are in it already; but, of course, that is much easier here where there is all the enthusiasm of a great School and where you have not come up against the difficulties and the disappointments and the distractions that you are almost bound to come up against sooner or later in your service. And if, when that time comes, you have fostered and guarded the “Halton spirit” as the basis of self-respect and of your loyalty and devotion to the Service and all it stands for, then you will find it vastly easier to do credit to yourselves and to be a source of strength to all around you.

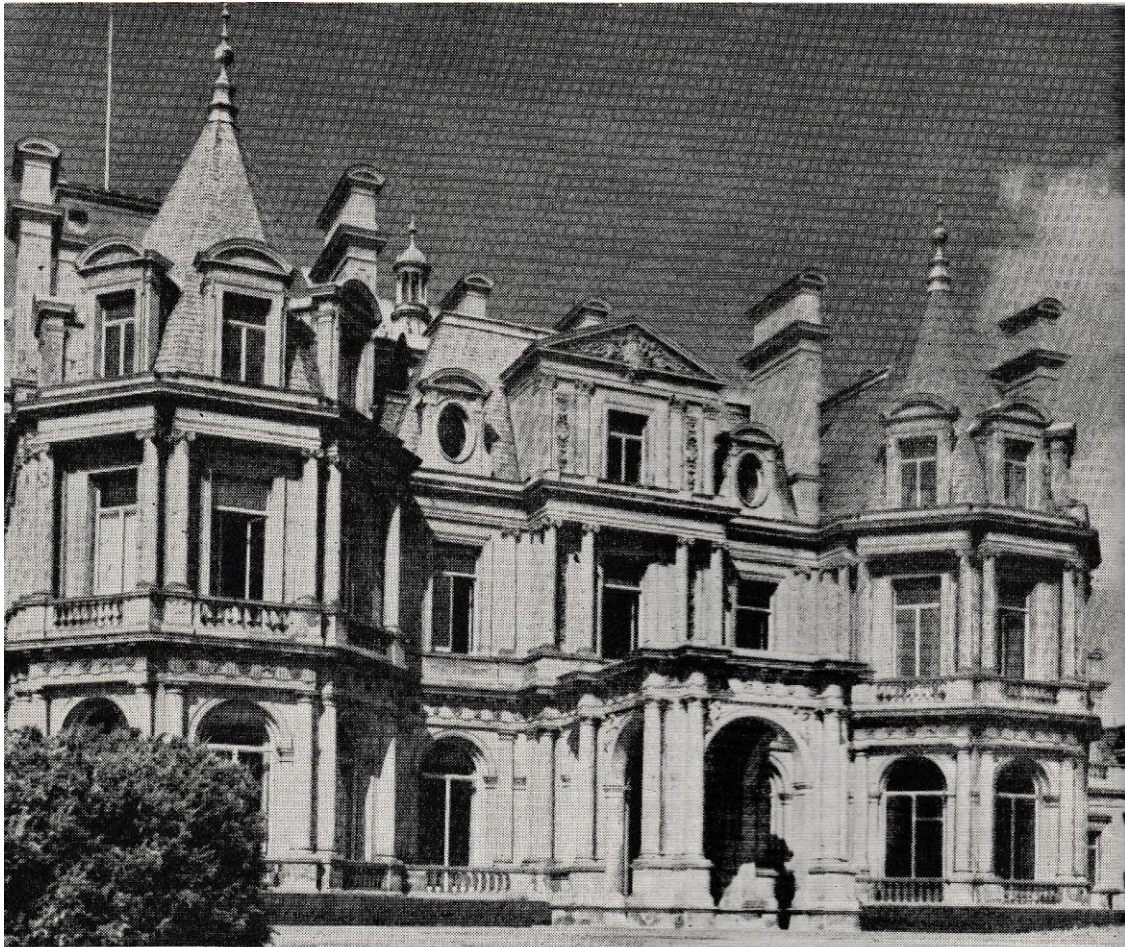
I very well remember from my younger days how much the example of quite a few men, and not necessarily very senior, could affect a whole unit; the kind of men who not only work hard and well, but do it cheerfully; the kind of men who never ask: “What do I get out of all this?” but who think: “What does the unit get out of it?”; the kind who think less about personal rights and personal prospects than they do about getting their job done and helping others to get theirs done, in the best possible way.

Every Commanding Officer and every senior N.C.O. knows what a source of strength and happiness it is in a unit when there are plenty of men of that kind about. And the main difference between this spirit and the technical skill—which is the other half of the makeup of a good airman—is that high morale and loyalty cannot be taught as a subject, nor can they be checked by inspection, like a technical job. To acquire them depends on yourselves; the Service will encourage the development of these qualities and show you plenty of good examples to follow, but how much you contribute to the R.A.F. as a man, as distinct from a technician, will depend on qualities and feelings which only you yourselves can cultivate. All I ask you to take from me is that they matter tremendously.

It only remains for me to wish you all the best of fortune, happiness and success in your careers and to thank you for listening so attentively to what I have said.







## **HISTORY OF THE ROYAL AIR FORCE, HALTON—Continued**

**Period 1923 to 1924, inclusive**

JANUARY, 1923, saw the arrival of the 3rd Halton Entry numbering 453. This was the last entry to include Pattern Makers.

In March, Wing Commander A. T. Whitelock took over command of the newly-formed No. 5 Section (afterwards known as Administrative Wing); and in May, Squadron Leader W. R. Read, M.C., D.F.C., A.F.C., assumed command, vice Wing Commander A. T. Whitelock.

On 3rd June, at the Royal Air Force Pageant at Hendon, a team composed of Flight Lieutenant Rice, Flight Lieutenant Stevens, M.C., and Flying Officer Vincent, D.F.C., won the Duke of York's Cup against 16 competitors.

The first Arts and Crafts Exhibition was held on Parents' Day, and a second in December.

The Physical Training Shield was competed for, with the box-horse added to the Swedish Drill programme.

In September, Squadron Leader J. H. Wilford took over from Squadron Leader W. R. Read, M.C., D.F.C., A.F.C., the command of No. 5 Section, which was amalgamated with No. 4 Section, and moved from North Camp to West Camp.

On the 25th September, the Air Ministry invited representatives from all Educational Authorities to visit Halton.

Cadetships were awarded in January to H. E. Nowell and F. S. O'Hanlon.

and in September to L. W. Cannon, R. Costa (Abdy Gerrard Fellowes Memorial Prize) and T. E. Worsley.

On the Halton Estate much of the clearing had been accomplished by this time, and planting was begun on a small scale:  $7\frac{1}{2}$  acres of Halton Park were planted with Evergreen Larch.

In sport in 1923, the Halton Team won the Inter-Unit Boxing Championship. Corporal O. C. Clarke was the individual winner of the Cross Country Championship; Sergeant L. S. Rutley represented the Royal Air Force in Inter-Services' Athletics, and, for the Summer session, the Barrington-Kennett Trophy was won by No. 1 Section.

January, 1924, saw the arrival of the 4th Halton Entry, numbering 665. This was the last entry to include Turners. After their arrival, the strength of each Section was the equivalent of two entries, half of each entry being posted to Nos. 1 and 2 Sections. This scheme continued until January, 1927, when Wing Training was introduced.

On the 22nd February, Brigadier-General Lord Thomson (Secretary of State for War) visited the Camp and made a thorough inspection of Barracks, Workshops and School.

On the 28th February, Air Vice-Marshal F. R. Scarlett, C.B., D.S.O., handed over the command of Halton to Air Commodore C. L. Lambe, C.B., C.M.G., D.S.O.

On the 24th April, Squadron Leader G. R. M. Reid, D.S.O., M.C., handed over command of No. 2 Section to Squadron Leader P. C. Maltby, D.S.O., A.F.C.

The first number of the HALTON MAGAZINE was published at Easter. Five thousand copies were sold at 6d. each. Each copy cost 10d. to produce, but the production covered expenses in advertisements. The Magazine was to appear three times yearly.

On the 28th May, 95 Halton boys under Drum-Major Sergeant Farey helped to form the Guard of Honour for the Duke of York at the Royal Naval and Military Tournament at Olympia. On the afternoon and evening of the 30th they gave a successful show of their own.

At the Royal Air Force Pageant held at Hendon in June, Flying Officer Vincent was an easy winner of the Standard Avro race, and Halton were second in the Relay Race.

In the same month at Wembley, Halton had a show-case in the Royal Air Force exhibit in the Government Building.

The swimming bath was built in July, but not filled.

The Physical Training Shield was won by No. 2 Section by 81 points to 75. The parallel bars were added to the previous programme.

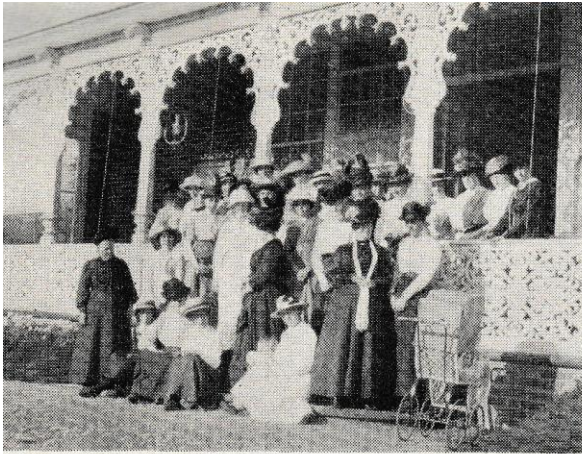
Library checks showed 7,000 books in Reference Libraries, and 3,000 in Lending Libraries. The average daily issue of books was 790.

In July, Nos. 4 and 5 Sections moved back from West Camp to "L" Lines, North Camp.

Hitherto the distribution of boys to the various fitter trades was made immediately on arrival. From October the allotment to specialist trades was not made until the end of the basic period—*i.e.*, the end of the first year.

On the 17th December, the January, 1922, Entry was inspected by Air Chief Marshal Sir Hugh M. Trenchard, Bart., G.C.B., D.S.O., Chief of Air Staff, on the occasion of their passing out. This was the first entry to complete an apprentice course at Halton. At attestation this entry was posted to No. 2 Section and accommodated in "L" Lines, North Camp Hutments. In April, 1923, half of this entry was posted to No. 1 Section, on formation of that unit for the training of apprentices. The apprentices were trained under the "Bulk" scheme, 399 completing their training at Halton.

Cadetships were awarded in January to C. M. Heard (Humanistic Subjects Prize); H. D. Spreckley (Sir Charles Wakefield Scholarship, Aeronautical Engineering Prize); P. J. Stapleton, H. G. Wisher (Abdy



Gerrard Fellowes Memorial Prize); and in September to K. S. Brake (Sir Charles Wakefield Scholarship, Aeronautical Engineering Prize); E. S. Finch, W. L. Freebody (Abdy Gerrard Fellowes Memorial Prize, Humanistic Subjects Prize), J. R. Mutch.

During 1924 Planting was continued on the Halton Estate. Fifteen acres between the now demolished Dental Huts (south of Mansion Hill) and Bulback Barracks were planted with larch.

An outlying portion of Wood Hill was sold off, and, when cleared, became part of Lodge Farm.

The following buildings were constructed :—

Flight Sheds (Airfield); "I" and "K" Pump Houses, Central Laboratory; and the Schools were converted from the Record Office.

In sport the Barrington-Kennett Trophy was won by No. 1 Section with 150 points to 130 points. No. 1 Section won the Soccer, Athletics, Hockey and Cricket, No. 2 Section the Rugby, Cross Country and Golf.

The Inter-Section Shoot for the Men's Trophy was won by No. 5 Section with a score of 531. No. 1 Section won the Miniature Range Shooting for the third time in succession.

The Royal Air Force Championship Meeting was held at Pirbright, Halton entering about 20 competitors. In the Championship stage, competitors from Halton took places as follows :—Sergeant Martindale, 8th; Corporal Bish, 22nd; Flight Lieutenant Ivens, 24th; Flight Sergeant Alderton, 26th; Flying Officer Wright, 32nd; Flying Officer Delamain, 38th. In the competition for the Chief of Air Staff Cup, Halton took third place with a score of 659.

In the Aylesbury Football Association League, Halton had a very successful season. Of nine matches played, 6 were won, 1 lost, and 2 drawn. Sergeant Young was selected to represent the Royal Air Force Association Football Team against the Army.

The Royal Air Force Open Tournament Hockey Cup was won by Halton.

Halton won the Royal Air Force Cross Country Championship, Corporal O. C. Clarke being the individual winner. Places obtained by Halton were : 1-5-8-10-12-13-19-22.

Halton was third in the Royal Air Force Athletic Championships, and the Berks, Bucks and Oxon Cross Country Championship (Junior) was won by Halton. Flight Sergeant L. S. Rutley and Corporal O. C. Clarke represented the Royal Air Force in Inter-Service Athletics.

Halton did not distinguish itself in the Royal Air Force Tennis Championships. In the Airmen's Championships the Cup was won by Sergeant Trueloves.

In the Royal Air Force Boxing Championships, A. C. Forrester was successful in winning the Heavy-Weight Championship.

Halton Polo Club won four out of the five matches played.

The Inter-Squadron results for the Higgins Shield were as follows :—

'A' Squadron, No. 1 Section	..	..	32.3%
'B' Squadron, No. 1 Section	..	..	73.12%
'C' Squadron, No. 1 Section	..	..	40.93%
'A' Squadron, No. 2 Section	..	..	56.78%
'B' Squadron, No. 2 Section	..	..	61.74%
'C' Squadron, No. 2 Section	..	..	27.00%

## **Aircraft Apprentices and their Future in the Technical Branch of the Royal Air Force**

Space does not permit of the reproduction in this magazine of Air Ministry Order A.1026/1946, which describes the future of the Technical Branch of the Royal Air Force. Its importance to all Aircraft Apprentices, however, justifies a brief note here on the Order as it affects Aircraft Apprentices, so that those aiming at a full career in the Royal Air Force may read it and lose no time in preparing themselves to take full advantage of the opportunities offered.

2. The future of the Technical Branch is assured by the announcement of the formation, in the Air Ministry, of the Department of the Air Member for Technical Services to administer the Technical Services of the Royal Air Force. The Technical Branch is on a permanent basis and comprises Armament, Engineering and Signals Officers, and its head, a member of the Air Council, will ultimately be an Officer of the Technical Branch.
3. Officers of the Technical Branch—who will all hold permanent commissions—are to be drawn from suitably qualified University candidates, from Aircraft Apprentices who will be given the necessary University Degree Courses, and from Group “A” tradesmen—including those who have served as aircrew—possessing practical experience and proved ability.
4. The extent to which Technical Commissions are to be granted to ex-Aircraft Apprentices may be assessed by reference to the following extract from the speech made by the Air Member for Training, now Air Member for Technical Services, to the 47th Entry at their Passing Out Inspection on 31st July, 1946 :—

“ It has now been decided to place the Technical Branch on a permanent footing. The importance of this to you is that the bulk of the Officers of the Technical Branch will be drawn from our Aircraft Apprentices.”

J. M.

\* \* \* \* \*

### **Sergeant Thomas Gray, V.C.**

Sergeant Thomas Gray, V.C., entered Halton as an aircraft apprentice in September, 1929.

He was trained as a Fitter, Aero Engine, and passed out as A.C.I. in August, 1932, being promoted to the rank of Sergeant in 1939.

Sergeant Gray was one of seven brothers, four of whom were Halton apprentices. Another brother entered the Royal Air Force direct.

# VISIT OF SOVIET DELEGATION

27th MARCH, 1947



It is with considerable pride that we can record the selection of R.A.F. Station, Halton, as representative of the Royal Air Force for inspection by the delegation of the Supreme Soviet of the Union of the Soviet Socialist Republics during their recent visit to this country.

The delegation, led by M. Fadeev, General Secretary of the Union of Soviet Writers, and including Colonel-General Mikhail Mikhailovich Gromov, representing the Red Army Air Force, were met on arrival by the Air Officer Commanding-in-Chief, Air Marshal Sir Ralph Sorley, K.C.B., O.B.E., D.S.C., D.F.C., and welcomed on behalf of the Royal Air Force by the Secretary of State for Air, the Right Honourable P. J. Noel-Baker, M.P., the Chief of Air Staff, Marshal of the Royal Air Force, The Lord Tedder, G.C.B., and Members of the Air Council.

During the morning the delegation inspected, with considerable interest, the Aircraft Apprentices' Technical Workshops and domestic accommodation, and saw Apprentices on parade, led by their bands and their mascot, F. S. Lewis.

The programme for the afternoon was to have been a flying demonstration under arrangements made by the Air Officer Commanding-in-Chief, Fighter Command, Air Marshal Sir James Robb, K.B.E., C.B., D.S.O., D.F.C., A.F.C., and including a fly past of some of the types of aircraft in the Royal Air Force, aerobatic displays by a Meteor and a Vampire, and a demonstration by Transport Command of the latest methods of paratroop and supply dropping. Bad weather, however, prevented all but a highly skilled aerobatic demonstration by a Vampire aircraft, and a demonstration of "crazy" flying by a Helicopter.

It is hoped, and there is good reason to believe, that, despite the weather, all our visitors were well satisfied with what they saw at Halton.

J. M.

# Station Flight

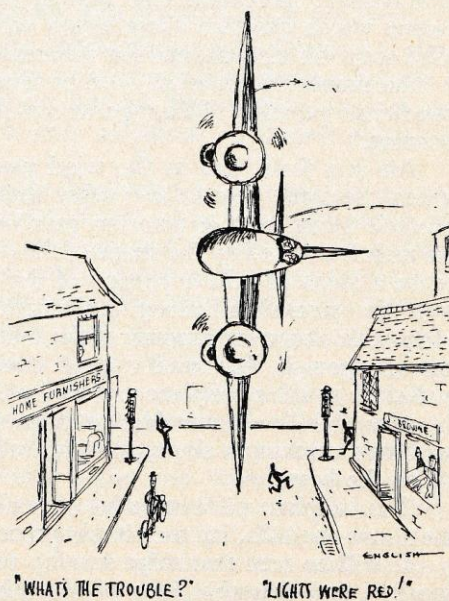
The severe weather conditions and abnormally heavy falls of snow completely restricted the flying activities of Station Flight in the early months of this year. Instead of a normal monthly average of 400 hours flying, times for January were 135 hours and for February, 11 hours 15 minutes. On occasions it would have been possible to operate from Halton Airfield but the Airfields in the North of England were snow-bound and could not accept the A.T.C. Aircraft.

Glider Flight also have not operated their programmes, some having been totally cancelled.

The Aircraft Apprentices Air Experience Flight flew eight hours in January, and two hours in February on local Air Tests and Aircraft Familiarization flights in the new Anson XIX. No apprentices were flown as the Anson was allocated to the flight in the early weeks of January when the apprentices were on leave, and by the time the programme was due to commence, severe icing at low altitudes, even on clear days, made flying impossible.

Reasonable numbers of new personnel have been posted in to fill the establishment, and all modifications to the Aircraft have now been brought up-to-date. No change has been made in Flying Personnel, with the exception of F.O. Chandler and W.O. Barnes, who have been released. They have been replaced by F.L. Sawyer from the Far East and F.L. Grant, ex-P.ofW., Germany. F.O. Busbridge the Engineer Officer has been posted to Station Headquarters, and has been replaced by F.O. Boughton, M.B.E., ex-Greece and Desert Rats Support Squadron (252 Squadron).

Ground training of Flight Personnel commenced at the beginning of the year and is reasonably well advanced. F.L. Herold completed the A.P.F.O. Course at Cosford and has returned to the Flight. P. S. D.



## WING NOTES

### No. 1 Apprentices Wing, Halton

Following the passing out of the 47th Entry on 31st July 1946, and the 48th Entry on 19th March, 1947, the Wing now accommodates the 49th and 51st Entries ; in May the new 56th Entry will arrive to bring the Wing up to full strength.

During the autumn the Wing participated in several engagements of a public character notably the R.A.F. Association Pageant of Reunion on 22nd September and the British Legion Festival of Remembrance on 11th November, both at the Royal Albert Hall. On each occasion the Pipe Band and some two hundred and fifty Apprentices played a worthy part and were well received. At the British Legion Festival, Their Majesties The King and Queen and several members of the Royal Family witnessed the evening performance.

In common with other units on the Station, the Wing was open to members of the public on 14th September and over fifty Apprentices from the Wing acted as guides and demonstrators in the Workshops, Schools and Halton Society exhibitions. The "Open Day" was a success, many parents as well as members of the Public, took full advantage of the opportunity to see the establishment through which so many thousands of Apprentices have passed with profit and honour.

The sports team visited Cranwell on 16th November, for the annual winter fixture, with the Apprentices under training there, and spent a strenuous but successful day.

The Wing takes this opportunity of expressing to Cranwell its appreciation of the manner in which our teams were received and for the good organisation which marked the sport and entertainment programme throughout the visit. The Cranwell boxing team visited Halton recently in connection with the Sigrist Trophy and the fact that they were the winners has given everyone the desire to strengthen weak points and to excel at the next meeting.

Owing to the exceptionally severe winter weather, when accommodation leave was granted to all entries under training during the term, the Passing Out Parade was held in the Old Workshops. The weather was wet but the entry and its Guard of Honour were commended by the Inspecting Officer.

On the 27th March the Delegation of the Supreme Soviet of the U.S.S.R. visited the Wing as representative of the Royal Air Force and inspected a number of Wing buildings and barrack rooms before passing to watch the Wings, led by the bands, parade on the square on return from workshops.

We bade farewell recently to Squadron Leader H. B. F. Lymna, D.S.O., D.F.C., D.F.M., Officer commanding "B" Squadron, who has returned to Flying duties, and we welcome in his stead, Flight Lieutenant J. C. Goodson, D.F.M., an ex-Apprentice who has had much war experience.

The Wing Permanent Staff wish the ex-Apprentices of the 48th Entry the best of good luck at their First Station (R.A.F. St. Athan) as airmen, and are confident that they will carry on the high traditions of the Service wherever their duty takes them, remembering that Halton is not only a school of technical training but also an environment in which each

individual can learn to fit himself by acquiring good habits of discipline and personal fitness which will enable him to use his technical and practical knowledge to the best advantage of the Nation, the Service, and himself. For the future, we all say "Up No. 1 Wing"

H. M. S.

## No. 2 Apprentices Wing, Halton

Now that the re-opened No. 2. (A) Wing has celebrated its first birthday and got over its initial teething troubles, this is the time to take stock of its changes and progress.

Wing Commander J. R. Blackburn has left us and we now have Wing Commander A. P. Dottridge, D.F.C. (one of the "Battle of Britain" boys) as skipper.

Squadron Leader R. Crouch, D.F.C. of "C" Squadron has gone over to the newly opened 3 (A) Wing and in his place we have Squadron Leader C. C. Woods.

Flight Lieutenant J. Worley, D.F.C. of "B" Squadron has also been posted and his place taken by Flight Lieutenant C. F. Fennell, D.F.M.

Flight Lieutenant. F. A. Black has gone over to the new No. 3 (A) Wing.

Squadron Leader L. Crossley—(the R.A.F. Regiment) has returned to the "glories" of Civvy Street and his place has been taken by Flight Lieutenant Ireland (late of the Iraq Levies and still "chewing a certain amount of sand!")

Xmas, as always at Halton, was celebrated by the boys in the manner seemingly exclusive to Halton; but where the boys put all the food is one of its major mysteries.

The 50th Entry has now gone over to No. 3 (A) Wing to form (we hope) the backbone; although the general impression they have is that they've gone to give "tone" to that Wing, and they regard their orange-coloured bands more as haloes than hat bands.

The 51st Entry are now the "old sweats" in the Wing and march (or strut) perhaps is the better word, as if they are conscious of the fact.

The 53rd are well settled in and know most of the answers.

The 54th, the "babes" of the Wing, are learning fast. To hear some of the "line shoots" they hand out to the newcomers in the 55th Entry No. 3 (A) Wing one would expect most of them to be walking around with a long-service medal (and bar). Taking it by and large all the Apps./Air are settling down well.

The enthusiasm with which the heavy falls of snow were greeted by the boys soon waned as it was "still there" day after day.

Perhaps it was just as well for us, no matter how kindly disposed the N.C.O.'s in the exchange clothing store felt. The repeated excuse, "Look, Sergeant, these gloves are too small and burst out at the end" would, like the gloves, have worn very thin.

The only thing that really worried the boys was that the snow and ice on the parade ground prevented them from doing any P.T. or "square bashing" there!

C. C. W.



### No. 3 Apprentice Wing is born again

A bright new yellow colour blossomed forth in the Maitland area in January, 1947, like "a crowd, a host of golden daffodils." It heralded a new Spring, a rebirth, so to speak, of No. 3 (A) Wing. These flashing cap bands and new, workmanlike battle dresses introduced the 55th Entry of aircraft apprentices.

The Wing began to function on 1st January, 1947, under the command of Wing Commander P. C. Hilton. The Wing headquarters are situated on the first floor of Maitland special block, the ground floor still being occupied by Station Headquarters Unit. The best use was made of German labour and the scanty supply of paint in redecorating barracks, dining hall and institute. The new Entry began to arrive on the bright afternoon of 18th January and the formation of 'B' Squadron began.

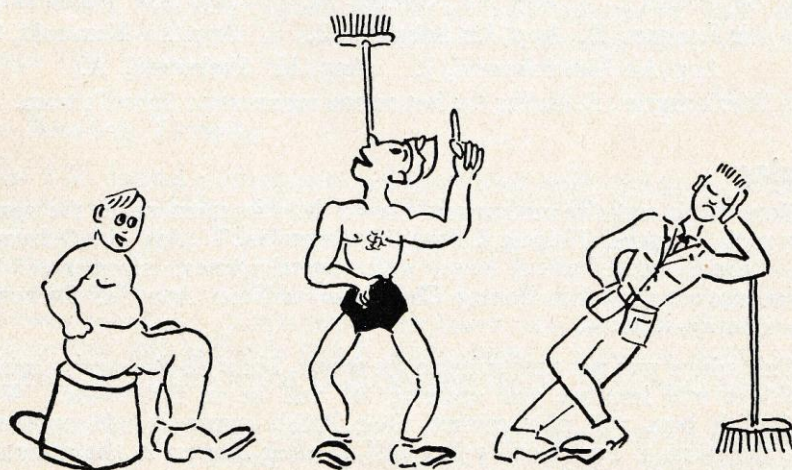
On the 1st February, No. 50 Entry doffed its faded blue cap bands and moved lock, stock and bedside lockers from No. 2 (A) Wing to become 'A' Squadron in the new Wing. They soon settled down with the sang-froid of old-timers and quickly assumed the role of guardian to the fledgling "55th." Their Squadron Commander F. L. Black, and staff N.C.O.s came with them, together with the N.C.O. apprentices who had been mothering the 52nd, 53rd and 54th Entries.

The new Entry had hardly finished polishing their new buttons for the first time when Halton became engulfed in snow and ice. For several weeks the Wing suffered frigid workshops, chilly barracks and perpetually damp feet until 'Operation Crisis' sent the apprentices scurrying home for warmth.

This was indeed an unfortunate introduction to Halton for the new entry. No games were played, no drill was possible and very little progress was able to be made in workshops.

Nevertheless we are confident that the loss of valuable time and effort will be recovered in due course through a determined effort on the part of all personnel in No. 1 School of Technical Training.

R. C.



"DOMESTIC NIGHT"

## LIFE IN THE POLISH SQUADRON

Usually when young apprentices arrive at Halton, they look on older entries with certain admiration. No doubt it was the same with Polish Apprentices, who came here four years ago—after many trials and tribulations. But time passes very quickly—“All that is very nice passes with the speed of wind, but even all that is not so nice comes to an end too.” The first Polish Haltonian is now in a senior entry and the passing out parade is in sight.

Owing to the hospitality of the British nation the Polish boys entered this school with the purpose of being ready after the war for rebuilding and for work in the Air Forces of their own country.

During the years of war we observed in the world many political changes. In these conditions a great majority of Polish Apprentices decided for the time being not to return to Poland. When they finish training, as members of the Polish Resettlement Corps, they will be absorbed in British civil life or will join the R.A.F. No matter what happens, one thing is certain—that days spent at Halton will be always in our memory.

In some ways change of aims had to change the plans of many apprentices. At first they are determined to master the English language, but it is not a very easy matter. Last autumn several of them had a first trial of their possibilities—when they took the Lower Cambridge Certificate Exam. The result was that 10 boys passed and the others came to the conclusion that it is not enough to talk only to sweethearts because sometimes grammar is very essential too. While we are talking about studies it is worth mentioning that 10 apprentices are doing matriculation in English. These few words might give the impression that Polish boys are only studying, but that is not so. Quite a lot of time is spent on sport. Of course the most popular game is soccer. This is natural as this sport had a lot of followers in Poland, and also there is an opinion in Europe that even when an Englishman is dying, if he is asked to play football he will get up. So we very willingly follow our hosts. The ball is round, therefore the results are various. The following apprentices represent the Squadron :—

App/Air Basztabin, W. Cpl/App/Air Feretycki, A. Cpl/App/Air. Szpak, A.  
App/Air Stazka, L. App/Air Kowalec, M. App/Air Wlodarski,  
App/Air Langner, B. App/Air Sobanski, Z. App/Air Kaminski, T.  
App/Air Marcinkowski, J. App/Air Skokowski, A.  
App/Air. Langner, B. during the last season represented School's team.

### Boxing

Hard work and the enthusiasm shown in this sport made the results quite good. App/Air Hajduk, J., App/Air Basztabin, W., App/Air Ochyra, F. won School and Station bouts and several times, represented the Station against the other Boxing Clubs. In addition App/Air Skokowski won individual bouts.

This winter was not very suitable for sports, but with the coming spring, conditions will improve and sporting life will be in full swing. While the British boys will play cricket, their Polish comrades will appreciate more the game of basket and volley ball, as their interest in the essentially English national sport, is not aroused.

I. R.



# WORKSHOPS TRAINING NOTES

## Introduction

Since the last issue of this Magazine, the 48th Entry have taken their Final C.T.T.B. Examination and proceeded to R.A.F. Station St. Athan for their 4th year of Training. This is the second Entry to go to St. Athan for the "Improver Year" of Training.

The results attained by this Entry, although fairly good, did not quite come up to the expectations of the Training Staff, the best "backers" coming lower in the Order of Merit List than anticipated, and several "dark horses" crept into the higher places in the list. However, all Apprentices had an equal chance of Preliminary Selection for Cadetships, and the first 50 in the Order of Merit List were sent off to Sunninghill for Officer Quality Assessment and to Bridgnorth for Medical Examination and Aptitude Testing. Of this number, nine were eventually selected to appear before an Air Ministry Selection Board for final Selection into G.D. and Technical categories.

The successful candidates were:—

### *Technical Cadetships.*

Cpl/App/Air Fairhurst, P., F.II(E)  
Cpl/App/Air Watson, P. K., F.II(A)  
Sgt/App/Air Moore, G. R., I.Mkr.  
L/App/Air Wingfield, A. D., I.Mkr.

### *General Duty Cadetships.*

Sgt/App/Air Hawley, D. A., F.II(A)  
App/Air Swallow, L. C., F.II(E)  
App/Air McGrath, P. J. M., F.II(A)  
Cpl/App/Air Chester, A. R., I.F.Arm.

### *R.A.F. Regiment.*

Sgt/App/Air O'Reilly, C.

The results achieved by the 48th Entry on their Final C.T.T.B. Examinations were as follows:—

L.A.C.—7      A.C. I—106      A.C. II—84      Total—197

There were no failures, but 4 members of the Entry failed to take the Examination through sickness, etc.

Thirteen prizes were awarded for outstanding achievements as noted below:—

Top in Order of Merit	..	..	F.II.A. Cpl/App/Air Watson, P. K.
2nd	..	..	F.II.A. L/App/Air James, D. H.
Top	..	..	F.II.E. Cpl/App/Air Fairhurst, P.
2nd	..	..	F.II.E. Sgt/App/Air O'Reilly, C.
Top	..	..	F/Arm. Cpl/App/Air Wainwright, R. A.
Top	..	..	Inst/Mkr. Cpl/App/Air Moore, G. R.
Top	..	..	Elect. Sgt/App/Air Castle, K. J.
Manual Dexterity Prize	..	..	Cpl/App/Air Roberts, F/Arm, G.R.
Top, All Educational Subjects	..	..	Cpl/App/Air Fairhurst, P., F.II.E.

Outstanding Sgt. Apprentice ..	Sgt/App/Air Hawley, D. A., F.II.A.
Highest Aggregate (All Exams.) ..	Cpl/App/Air Watson, P. K., F.II.A.
Elliot Memorial Prize .. ..	Cpl/App/Air Fairhurst, P., F.II.E. (Highest marks General Studies).
Crebbin Robinson Cup .. ..	Cpl/App/Air Roberts, G. R., F/Arm. (Best Fitting Exercise).

We take this opportunity of congratulating those Apprentices who have won Cadetships and Prizes and trust that these successes are a forerunner of even greater achievements in the future. Finally, our best wishes for the future of all ex-Apprentices of the 48th Entry.

Now a few words to the 49th and junior Entries. You have all suffered a minor setback in your Training due to the shut-down of the Workshops as a result of the fuel crisis. I know that quite a number of you will say, "Ah, but that phase we lost wasn't important, anyway"; but I can assure you that each phase is of equal importance, otherwise it would not be in the Syllabus. You have access to all Syllabuses, and you therefore know what phase or phases were lost to you during the shut-down period. We are doing our best to make up for this lost time; but in your own interests you must co-operate. I must here repeat part of my talk and advice which I have given to the last two Entries on their initial entry into Workshops Training: "We have here at Halton the finest Training System in the world, the best and most modern equipment that it is possible to produce, and, last but not least, the cream of the Instructors of the R.A.F., who are willing to do more than their share towards turning you out as expert Tradesmen. If we find that you are really interested in your career, we are willing, if necessary, to open up a 24-hour day and a 7-day week Service in the Workshops for your especial benefit, in the furtherance of your Training. The facilities and opportunities for carving yourself a most useful and successful career are, therefore, always available to you, so grasp everything with both hands and, if needs be, with your teeth." I can assure you all that these are no idle boasts or promises, so make the most of them.

I feel that I cannot "round off" this Introduction to the Workshop Notes without a few words to the 50th Entry. By the time the Magazine is in print you will be the Senior Entry with only six months' Training to be completed before you take the final C.T.T.B. Exams. This six months, I must remind you, includes your three weeks' Summer Leave, also your two weeks' Xmas Leave. History reports that a bad start was made by this Entry at Halton, due to reasons best known to yourselves and unknown to most of us on the Workshop Training Staff. However, I am more than pleased to place on record that, from my own observations and reports from Officers in charge of Trade Training, that you are making up for lost time. Your Progress Records show a most creditable improvement all round, and we are looking forward to your Passing Out results with interest. I am sure that you can, and will, "confound the critics" in producing a record number of Cadetships and L.A.C's in February, 1948.

To the Junior Entries with still some little time to go at Halton I would say, "Work hard and play hard." You are all showing good progress and great promise, and my advice is, "Stick to your tasks and studies," so that at the end of your Training you will prove to be a credit to the Service which you have elected to serve, your parents and, last but not least, to yourselves.

### **Instructional Staff**

Few changes have occurred in our Instructional Staff since the last issue of this Magazine. Mr. A. B. Winsor, of the Fitter II. E. Section, was upgraded to Supervisor in February and posted to St. Athan. We wish him success and happiness in his new appointment.

The Civilian Instructors held their Annual Dinner at the Bull's Head Hotel, Aylesbury, on Friday, February 28th. The Station Commander, Senior Training Officer, Senior Accountant Officer, Senior Administrative Officer and all Workshops Training Officers attended. The Organisers are to be congratulated on the fine "set up," and the thanks of the Service members who attended are extended to all Civilian Instructors for a most pleasant evening well spent.

P. M. F.

### **Fitter II.A Section**

The Fitter II.A. Section has settled down to steady work and progress, and we are constantly making minor changes in the Syllabus to provide more practical work of a useful nature, such as the re-conditioning of airframes and components. Improvements are also being made in equipment which, I am sure, will add interest to the many and varied phases of the Fitter II.A Training.

Our latest type aircraft is the de Havilland "Hornet," and we are looking forward to receiving more of this type, and some later types as well. By the time these notes are read, it is expected that a "Sunderland" Flying-Boat hull will have arrived to replace the old "Stranraer."

The general progress of all Apprentices is being carefully watched, and selected personnel have been assigned the task of seeing how you are getting on and are there to deal with any of your problems, technical or otherwise.

Make use of all the facilities available to you. The Royal Air Force has much to offer you, but you must prove yourselves by results to be worthy of their confidence. Sustain your effort.

The 48th Entry have passed out, and their results, although not quite up to expectations, reflected the standard of the Entry as a whole.

Good Luck to you, and we shall hope to see many of you again.

The 49th Entry have completed their Training, but the final results are not available at the time of writing. Our impression, however, is that they should be good. The Entry have worked well and have shown above average interest.

Good Luck wherever you may be.

The 50th Entry continue to improve in Workshops. What the future holds in store is up to you. You are now in the last—and vital—year of your Training, so take advantage of your full opportunities.

The 51st Entry are making good progress generally, and there is every reason to expect that the Workshop results will be well up to average.

The 52nd Entry are making excellent progress and have done some particularly good work.

It is unfortunate that part of the Allied Trade Training was missed owing to the March "shut down" due to the fuel crisis. Allied Trades are an important part of the Training, and every effort must be made to regain the lost ground.

The Instructional Staff are confident that your final results in Workshop subjects should be well above average, so keep up your enthusiasm and the high standard of your work.

The 53rd and 54th Entries are creating quite a favourable impression.

Do realise the importance of a high standard of "basic" practical work, and bear this in mind all through your Training: It is not only when you are on "Basic," however, that we expect to see how competent you are to turn out a first-rate and accurate job.

To the 55th and 56th Entries we extend a welcome. Both Entries have settled down, and the Instructors speak well of the interest displayed.

L. A. W. D.

## Fitter II.E Section

There are seven Entries undergoing Instruction in the Section, the 49th Entry being the senior. The 48th Entry, who have now left the Station for St. Athan, had their final C.T.T. Board in February, and the following results were obtained:—

2 L.A.C's, 39 A.C.1's, and 31 A.C.2's.

49th Entry. This Entry is now on its final phase of Training and have completed their final C.T.T.B. Manual Test. This is the time for the Entry to realise that the final examination is in the very near future and hard work will be necessary if they want to equal or beat previous standards.

The 50th Entry are in the final phases in the Workshops before proceeding to the Airfield. This Entry has never seemed to settle down, but it is hoped that they will realise the importance of their Training and emulate the efforts of their predecessors.

The 51st, 52nd, 53rd and 54th Entries are all well dug-in to their Training and are making steady progress. The 51st Entry have maintained a very high standard, and should do extremely well.

The 55th Entry have only recently commenced in the Workshops and are showing great keenness.

More Service Instructors are being posted into the Section, and most of them are ex-Apprentices. This should tend to raise the standard of Instruction because of the larger responsibility which has been held by these N.C.O's due to demobilisation problems and post-war planning.

C. F. E.

## Instrument Makers and Electricians

Instructional Staff has been more settled during the past six months enabling a better continuity of Training to be maintained. Apprentices are absorbing Instruction much better, and it is hoped that a higher standard will be achieved.

The loss of two of our best Civilian Electrician Instructors has been experienced recently—Mr. Gardham and Mr. Jackson. We extend our congratulations to them on attaining new posts and best wishes for their future.

The 48th Entry have completed their C.T.T.B. Examination after rather a strenuous time. They had the doubtful advantage of new equipment being introduced after they had finished with the phase, so that the Revision period was one of hard work. It had been hoped that our first L.A.C. Electrician was to come from this Entry. However, with the trade becoming more complex, it is apparent that Apprentices must "get down to the job" within the first few weeks of the course and must never slacken their efforts. The loss of a fundamental principle is a drag throughout the whole of the three years. The results achieved were generally satisfactory, there being one L.A.C. Instrument Maker and just over 50 per cent. Electricians and Instrument Makers passed as A.C.I.

The 49th Entry are still making steady progress. We look to you now to provide the first, if not more, L.A.C. Electricians. You have hard work ahead, three weeks at least of lost time to be made up, and only 12 weeks left after Easter Leave before the final C.T.T.B. Examinations.

The 50th Entry have now acquired most of the fundamental principles of the trades, and should find that the going ahead is easier, but that it will be full of hard work in that they have plenty of equipment to which these principles must be applied. No good taking it easy and consider that "after Summer Leave is good enough." NOW is the time to get down to it.

The 51st Entry are coming on to the more advanced phases of their Training and must begin to think seriously about it being their turn to "pass out."

The 52nd Entry are making satisfactory progress—not a lot of noise coming from the Entry; they have enough to keep them quiet. This is the period out of which they gain the fruits of the Course.

The 53rd and 54th Entries are still struggling with first principles, and generally showing good promise. They must realise that slacking now will give them many a headache in the future. These principles are the "BE-ALL and END-ALL."

The 55th Entry have only just commenced their Workshop Training. Our advice to you is: "Make the most of your opportunities, and be an outstanding example to all those who are to follow you."

### Fitter Armourer

The 48th Entry Fitter Armourers consisting of 23 boys completed Training and final examinations on the 7th February, 1947. The following results were obtained:—

L.A.C.	..	..	2
A.C.1	..	..	14
A.C.2	..	..	7

Out of an Entry strength of 23, 8 were in the first 50 of the whole Entry in final Order of Merit, thus qualifying as candidates for the Commissioning Selection Board.

The 49th Entry Fitter Armourers have completed their C.T.T.B. fitting tests and are now commencing the final stages towards their Passing Out examinations.

We are looking forward to better results from this Entry than has been attained by the 48th Entry.

The 50th Entry will have to settle down to some work in their last year, which they have just commenced, to obtain satisfactory results in their final examinations.

Entries 51, 52, 53 and 54 are progressing very well in their Training, and in some instances have a very high standard of efficiency.

No real assessment can be given yet of the 55th Entry, who have only recently commenced Training, but from first appearances a good impression has been created.

A very high standard of Training is being maintained by the keenness of all Instructors in spite of changes created in the Instructional Staff due to the post-war schemes.

F. C. C.



"HAD HIS HEAD IN THE CLOUDS SINCE HE'S BECOME A SNAQ!"

## SCHOOL NOTES

The period under review has been a difficult one. Staffing dislocations due to releases and the lack of suitable replacements are still acute. Intakes of three entries per year, in place of former intakes of two entries yearly, have tended to upset the phasing of the educational syllabus. Then King Frost and the fuel crisis reared their ugly heads in a final determined effort to test our powers of adaptability and resistance.

Whether the 49th Entry has been able to recover from the unsettling effects of crisis leave will be known by the time these lines are in print. The 50th Entry appears to be working hard. The 51st Entry and all trades of the succeeding entries would do well to "read, mark, learn and inwardly digest" the firm facts relating to qualification for the award of a National Certificate emphasized by Squadron Leader Haddon in his notes on the Airframes Department. Far too many apprentices of the 52nd Entry have crashed at the first hurdle in "The National Certificates Steeplechase" by failing to reach 40 per cent. in *each* subject in their Intermediate Examination.

The remaining entries have yet to show their paces for the testing time ahead, but if they only have the sense to start working now instead of leaving it to the last possible minute they should make good. Meanwhile the steady work of reconstruction goes on and it is desired to take this opportunity of thanking the education staff for their determination to maintain and improve the educational training of the apprentices.

We congratulate Squadron Leader J. D. Haddon, M.B.E., B.Sc., A.F.R.Ae.S., on his appointment to a Principal Lectureship at the Military College of Science. With his departure the R.A.F. will lose an expert instructor in aerodynamics, materials and structures, and the apprentices a real friend.

Congratulations also to Mr. E. F. Manning on completion of 25 years' service i/c. School Inventories. He is the one unbroken link in the chain of persons who have worked in the school since 1922 and has carried out his duties with remarkable efficiency and tact.

S. B.

### Engines Department, Fitters II

The department has added to its equipment several engines of German origin. Sectioned and dismantled examples of the Flying Bomb Power Unit and of a Junkers jet engine, provide illustrations of principles not common on our own engines and not easy to show on blackboards. Some interesting German two-stroke auxiliary engines have been tested in the laboratory and one is now in regular use for fuel consumption and brake horsepower trials. These engines have been examined with great interest and comparison with our designs has provided many useful lessons.

The introduction of the Rolls Royce Eagle shocked us back into the realisation that the piston engine is not dead. To sustain the re-awakened interest in this type, a single-cylinder sleeve valve Bristol engine is in course of installation in the laboratory.

The 48th Entry passed out with better marks than were expected. Many approached the examination with definite plans and wasted no time on questions considered unprofitable. A fair level of ability was shown unbroken by any real brilliance.

It was a thousand pities the fuel crisis occurred, just as the 49th Entry were beginning to grapple successfully with some of the none-too-easy ideas in thermodynamics. Time was too short to go over it all again and do adequate revision in other sections. In spite of this the entry may produce some exceptional apprentices as well as a substantial number of good ones.



The 50th Entry, also in their final year, are working hard and many of the apprentices deserve to do well.

A review of the Intermediate Examination of the more junior entries shows that real hard work will have to be done if the wide scope of the course is going to be understood fully.

W. T.

### **Airframes Department**

The 48th Entry are fledged and have departed; our best wishes go with them. We congratulate Sgt/App/Air P. K. Watson on the consistently high standard he attained in all subjects; a very fine achievement.

By the time these notes appear in print the 49th Entry will have sat their Final Educational Examination. At the time of writing they, together with the rest of the apprentices, are on fuel-crisis leave—it's an ill wind that blows nobody any good. We hope that this leave, welcomed by apprentices, will not adversely affect their careers. It does mean a reduction of time for revision and rather a big unsettling break at a vital part of their training. The Entry have made considerable progress during the last six months, so we hope for good results.

With a few exceptions, notably M. J. G. Ash, the 52nd Entry made a poor showing in the Intermediate Examination; perhaps this was partly the result of the numerous changes in the instructional staff, which are very unsettling.

The National Certificate, like any other useful diploma, can only be obtained by consistent effort; it shows you are considerably better than the average. This is not often realised until too late. Under existing regulations you cannot be entered for the National Certificate in the Final Examination unless you obtain at least 40 per cent. for each technical subject in the Intermediate Examination and for homework, classwork and laboratory work, taken separately, in each subject for each year of the Course. Then if you fail to obtain 40 per cent. in the Drawing Final at the end of the Second Year you have failed the examination. The aggregate mark in the Final must be 50 per cent.

The 53rd Entry are shaping well, so we are encouraged to look for a good Intermediate result from them.

The 54th and 55th Entries have not yet shown their paces.

J. D. H.

### **Electricians and Instrument Makers' Department**

We are glad to observe, as their Final Examination approaches, that the 49th Entry are settling down to work. We wish them the best of luck.

The 50th Entry are doing well; so also are the 51st, particularly since they have begun to take their studies seriously.

The 52nd Electricians and Instrument Makers have shown considerable promise in their Intermediate Examination; and we hope that by the time this is in print the same can be said for the 53rd. In due course the testing time will come for the Junior Entries; so far they seem to be doing well.

For the Department as a whole we can look forward with reasonable confidence, for in all Entries there are apprentices with brains and ability; but let us bear in mind that, in the end, it is not these that count so much as hard work and continuity of effort.

In the words of Longfellow:—

*The heights, by great men reached and kept,  
Were not attained by sudden flight;  
But they, while their companions slept,  
Were toiling upward through the night.*

L. T. A.

## General Studies Department

The hopes we expressed in the last issue have been fully justified by events. Both the 48th Entry who took the first Final Examination set in the new style, and the 52nd, who were taking their Intermediate, rose to the occasion and came through in fine style.

Apprentices enjoy this type of examination, especially those whose handwriting or spelling may not be their strong suits. There is no doubt that this "open cast" mining of the hidden stores of knowledge brings a lot to light which would otherwise never come to the surface. The inclination to "have a go" at every question has to be restrained. Wilfred Pickles has nothing on us, except perhaps half-crowns to throw about, in the subtle wording of questions so as to produce the answer if the candidate has it.

Work on the whole has gone forward steadily and smoothly. We have lost F.O. Martin, but have gained F.O. Beacon. In addition our staff has been increased by Sgts. Simmons and Jackson who are doing good work in the limited parts of the syllabus which they had specialised in before joining the R.A.F.

Whether the interruption of studies by the great frost last winter will be reflected in a falling off in the standard in coming examinations remains to be seen. The 49th Entry came back from their unexpected holiday so fighting fit that they may have been able to make up lost time by greater application to their job. If so a great lesson will have been learned.

It is noted with interest that when apprentices are allowed to choose their own reading matter, quite a number will be found reading poetry.

In this Department the differences of pupils are perhaps more striking than their similarities. On the technical side, it may not improperly be assumed, that all A/As. will be interested in the same things. They are here because of that fact. In cultural matters the widest divergences exist, both in the subjects in which apprentices are interested and in the extent of their knowledge.

Discussion and talks form part of all of our classes. Everyone has questions to ask to which only too often no one knows the answer. Our conjections about future developments may appear ere long to have been lacking in imagination and audacity, so quickly flow the currents of World Affairs.

F. W. C.

\* \* \* \* \*

## General Education Scheme

In common with most Sections, fuel shortage and intense cold have curtailed educational activities to a minimum during the first quarter of 1947.

The Information Room perforce could not be opened during the evenings, and what instruction was maintained was confined to individual tuition, and to two courses in Mathematics which were conducted in the comparative warmth of rooms kindly loaned in the Main School Buildings.

Plans for extending existing Educational buildings are, however, well advanced, and, when completed, there should be ample accommodation both for General Education in one main Educational Centre, and for Handicrafts and Hobbies in huts close at hand.

Classes in Shorthand and Typewriting have begun, and four instructors have been engaged for a class total of some 40 students.

With the advent, it is hoped, of warmer weather, there should be a general revival of educational activities.

R. H. B.

## OLD HALTONIAN'S LETTER

17, Casino Avenue,  
Herne Hill,  
London, S.E.24.

Dear Editor,

Many thanks for the Halton Xmas Magazine which is as usual full of interest of the doings of Old Halton, of which I have many old memories, especially the warm welcome I have received when visiting the Station in War and Peace. The last time was its Jubilee Celebrations which my son and I thoroughly enjoyed. I first joined Halton in 1919, 'D' Section when Major Gash was O.C. and a few months after when all the Boy Mechanics had passed out in drill and discipline. I was posted to West Camp section under Squadron Leader Wilford, training re-enlisted men and recruits. Eventually when the apprentices' scheme started I was posted to No. 1 Wing A.A.'s and was proud to be responsible for their training. I must say I was very interested with the working of 'B.' Squadron under Flight Lieutenant Baily and eventually Flight Lieut. Thompson, who is now a retired Group Captain and is living at Beckley, Oxon, a little village where I was posted as W.O. i/c Bombing Range during the years of 1940 to 1944. In addition to that work I had over 2 acres of land there under cultivation for vegetable and flower production for use in the various messes at my Headquarters Station, Upper Heyford. This was all voluntary work done in our spare time and the boys whom I had with me were very interested. In 1941 I won the Station Garden Prize value £3, also the cup presented by Sir William Dury of Reading in 1941. I put up a display for Lord Woolton when he visited the Station as Minister of Food. In 1943 the cup was competed for again in No. 92 Group R.A.F. and Heyford were again the winners. A display was also put up at the Horticultural Hall, London. I used to have a plot in West Camp and some tricks were played on me by some of the N.C.O's accommodated there, F. S. Stubbs and Sgt. Rutley in particular. They used to dig up the potatoes, take them and replant the haulms, but they were detected. It was all in good sport. I was at Halton long enough to see the Barracks built and had the honour of training the Guard of Honour for our present King when he was the Duke of York and performed the Ceremony in declaring the Barracks open. Eventually I was transferred to 'C' Squadron as W.O.P.T.I. and Discipline as they had got out of hand. It was not long before I had them to my liking and was congratulated by the C.O. and Adjt. S. L. Hamner and F.O. Vosper, for their smartness and drill. It was all done by kindness and tact! They had been watching them from the Orderly Room windows. One of my apprentices who is now a Group Captain and i/c Upper Heyford during the time I was stationed there is now at Air Ministry, Whitehall. I see him very often as I work in a nearby building, the Colonial Office, where I have now nearly completed three years. I was at the Reunion in April last and met many of the old boys who have risen to high rank. The V Parade, of which I had a good view, was most inspiring. I was pleased to see my old Regt. represented, the 6th of Foot Royal Warwickshire Regt. and the old colours flying. I was unable to attend the Albert Hall programme as I was on duty.

Well, Sir, I shall be occupying your valuable time if I write much more so will say Cheerio with the Best of Wishes to you and to past and present Haltonians.

Yours sincerely,

F. A. DAVIS,

Ex Sgt., Royal Warwickshire Regiment.

Ex W.O. R.A.F.

## LIFE IN THE POLISH SQUADRON

Usually when young apprentices arrive at Halton, they look on older entries with certain admiration. No doubt it was the same with Polish Apprentices, who came here four years ago—after many trials and tribulations. But time passes very quickly—“All that is very nice passes with the speed of wind, but even all that is not so nice comes to an end too.” The first Polish Haltonian is now in a senior entry and the passing out parade is in sight.

Owing to the hospitality of the British nation the Polish boys entered this school with the purpose of being ready after the war for rebuilding and for work in the Air Forces of their own country.

During the years of war we observed in the world many political changes. In these conditions a great majority of Polish Apprentices decided for the time being not to return to Poland. When they finish training, as members of the Polish Resettlement Corps, they will be absorbed in British civil life or will join the R.A.F. No matter what happens, one thing is certain—that days spent at Halton will be always in our memory.

In some ways change of aims had to change the plans of many apprentices. At first they are determined to master the English language, but it is not a very easy matter. Last autumn several of them had a first trial of their possibilities—when they took the Lower Cambridge Certificate Exam. The result was that 10 boys passed and the others came to the conclusion that it is not enough to talk only to sweethearts because sometimes grammar is very essential too. While we are talking about studies it is worth mentioning that 10 apprentices are doing matriculation in English. These few words might give the impression that Polish boys are only studying, but that is not so. Quite a lot of time is spent on sport. Of course the most popular game is soccer. This is natural as this sport had a lot of followers in Poland, and also there is an opinion in Europe that even when an Englishman is dying, if he is asked to play football he will get up. So we very willingly follow our hosts. The ball is round, therefore the results are various. The following apprentices represent the Squadron :—

App/Air Basztabin, W. Cpl/App/Air Feretycki, A. Cpl/App/Air. Szpak, A.  
App/Air Stazka, L. App/Air Kowalec, M. App/Air Wlodarski,  
App/Air Langner, B. App/Air Sobanski, Z. App/Air Kaminski, T.  
App/Air Marcinkowski, J. App/Air Skokowski, A.  
App/Air. Langner, B. during the last season represented School's team.

### Boxing

Hard work and the enthusiasm shown in this sport made the results quite good. App/Air Hajduk, J., App/Air Basztabin, W., App/Air Ochyra, F. won School and Station bouts and several times, represented the Station against the other Boxing Clubs. In addition App/Air Skokowski won individual bouts.

This winter was not very suitable for sports, but with the coming spring, conditions will improve and sporting life will be in full swing. While the British boys will play cricket, their Polish comrades will appreciate more the game of basket and volley ball, as their interest in the essentially English national sport, is not aroused.

I. R.