

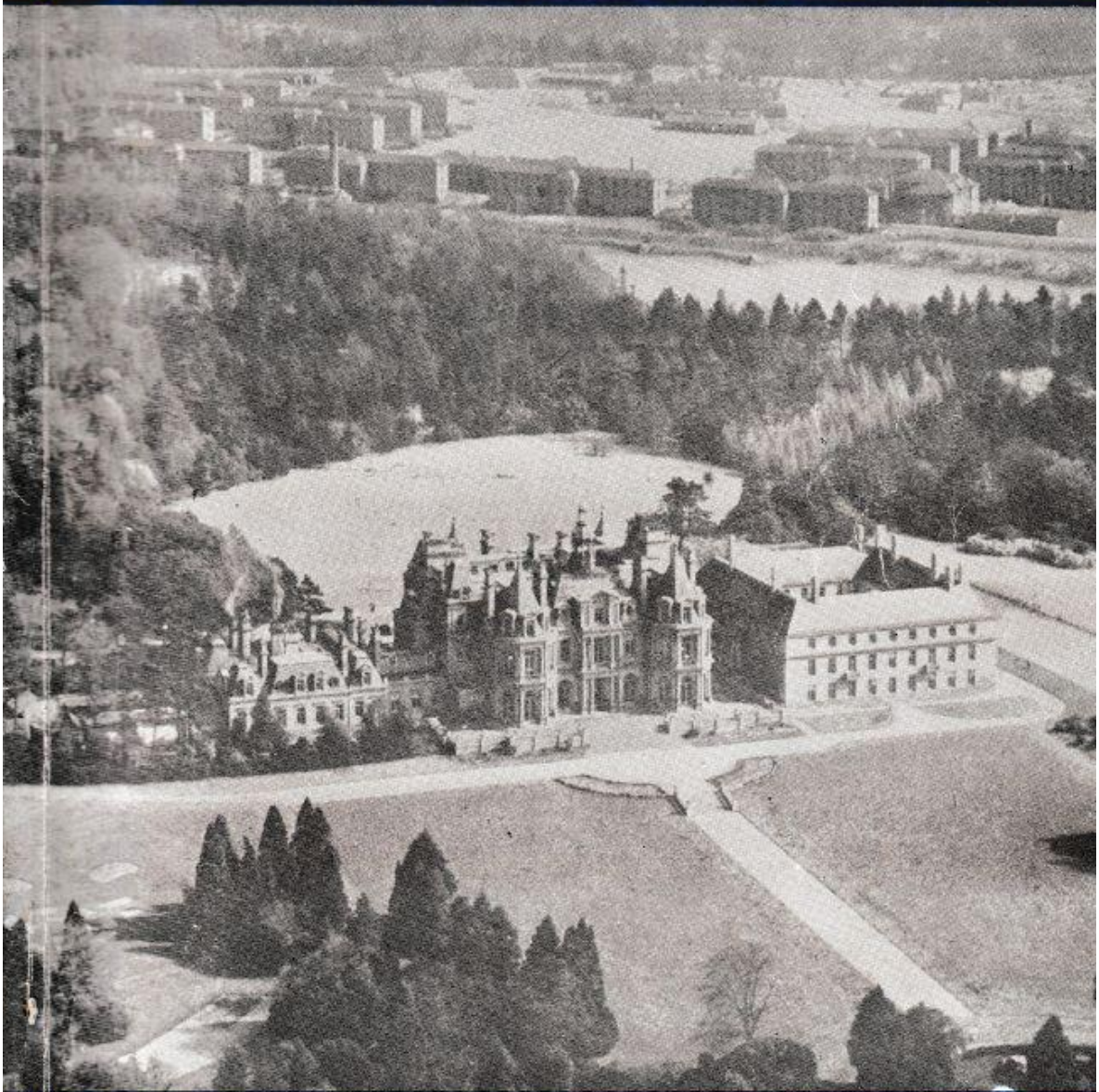
The Haltonian Magazine

52 Edition

Summer 1949

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THE HALTON MAGAZINE



SUMMER - 1949

REHABILITATION



MAGAZINE

SUMMER - 1949

EDITORIAL

In presenting the Summer, 1949 number of the Halton Magazine our first pleasant duty is to welcome Air Commodore North Carter, C.B., D.F.C., who succeeded Air Commodore J. F. Titmas, C.B.E., as Station Commander, in February last.

He and Mrs North Carter have already won our hearts by their unruffled acceptance of Halton's varied problems and their determination to see everything first hand. The apprentices, in particular, have learned to hold the Air Commodore in considerable awe as a very robust and skilful opponent on the sports field. We are honoured by permission to include his photograph and message in this issue of the magazine.

To Air Commodore and Mrs Titmas we offer our thanks for all they did to put Halton "back on the map" and we wish them every happiness and success in their new sphere of activities at Headquarters Bomber Command.

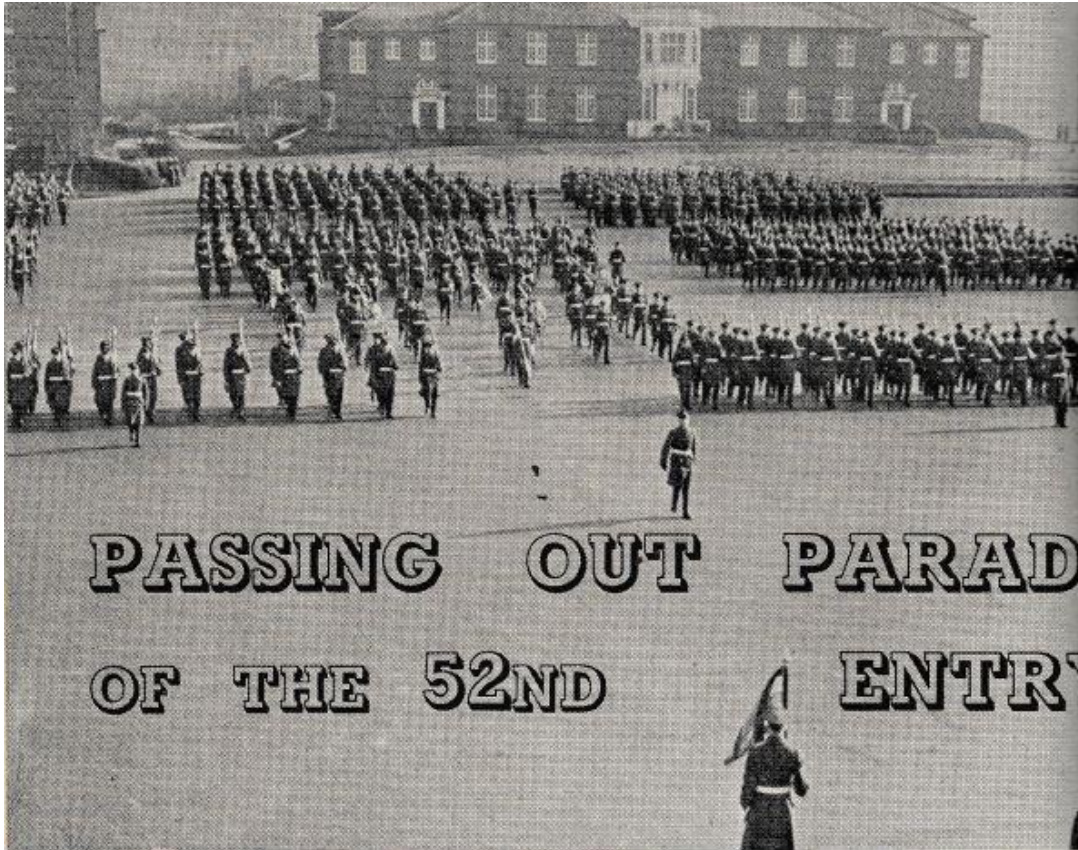
The production of a Halton Magazine Summer Number is always difficult. In addition to the usual seasonal reluctance of contributors to put pen to paper owing to "Spring Fever" and the call of outdoor recreations and sports, there have been changes in the Magazine Committee. Wing Commander R.A. Smith has kindly consented to take over the duties of Business Manager. Our best wishes for a quick return to health go out to Flying Officer Maxwell, who has been admitted to hospital and our thanks are due to him and to Flying Officer Craven for their enthusiastic work as Assistant Editors.

Due partly to Magazine Committee changes and also owing to apathy on the part of non-permanent personnel on the Station, the sales of the previous issue fell below expectations. At its present reduced price of one shilling, it is to be hoped that all Unit and Section Commanders on the Station will make it a point of honour not to relax their efforts until every copy of the present issue allocated to them has been sold. The Advertising and Publicity Manager, Flight Lieutenant G. Kenyon-Muir cannot be expected to collect advertisers unless a guaranteed circulation of 4,000 copies is assured.

Meanwhile thanks to Wing reorganisation, Station reorganisation, increased NAAFI prices, standardisation here and planning there, Halton still remains a hive of activity, both in work and sport.

Congratulations to Flight Cadet D. J. Duff (ex-Corporal Apprentice, Halton 47th Entry), who has been commissioned Pilot Officer on successfully completing his training at the R.A.F. College, Cranwell:

To the parents and friends of Flight Cadet K. J. Manning (a(lso ex-Halton 47th Entry), who was killed in a flying accident on 5th February, 1949, we offer sincere condolences.



PASSING OUT PARADE OF THE 52ND ENTRY

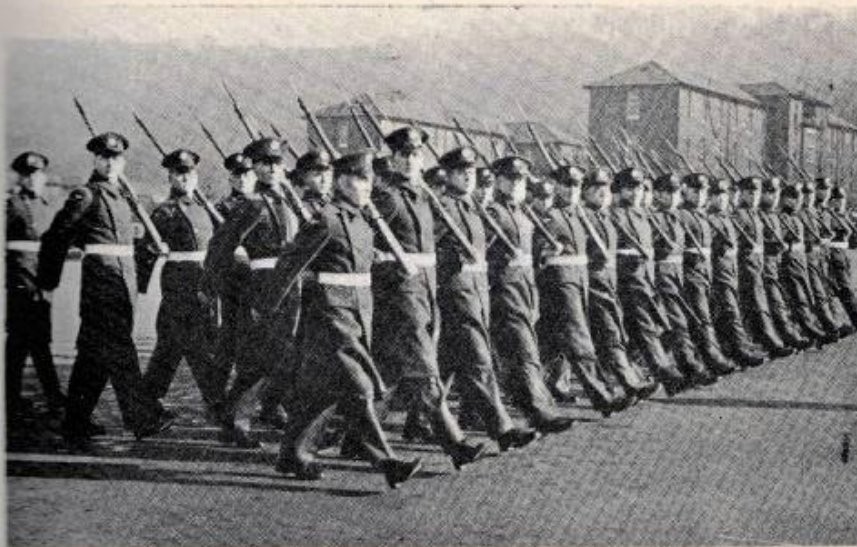
**SPEECH GIVEN BY
AIR MARSHAL SIR HUGH W. L. SAUNDERS
K.B.E., C.B., M.C., D.F.C., M.M.
Air Member for Personnel**

On the occasion of the Passing Out Inspection of the 52nd Entry of Aircraft Apprentices at R.A.F. Station, Halton, on Wednesday, 16th February, 1949

Air Marshal Jones, Air Vice-Marshal Harvey, Air Commodore Titmas, Apprentices, Ladies and Gentlemen:

It is a very great pleasure and honour for me to come here to-day to take the Passing Out Parade of the 52nd Entry and to be able to talk for a few minutes to the apprentices and their parents. It is always pleasant at any time to come down to Halton, which has been so often and so aptly described as the cradle of the Royal Air Force. In the atmosphere here one is immediately conscious of all that is best in the life of the R.A.F., and one gains inspiration from the great traditions and glories of the past, which help one to go forward with high hopes for the future. This atmosphere is particularly noticeable on a day like to-day, when an entry is passing out. The parade to-day was most impressive and stimulating. I wish to congratulate all concerned on their steadiness on parade and excellent marching. I am deeply indebted to the Commander-in-Chief and your A.O.C. for inviting me to come here to take part in your celebrations.

A Passing Out parade at Halton is a very important occasion. For those apprentices passing out it is the first rung on the ladder

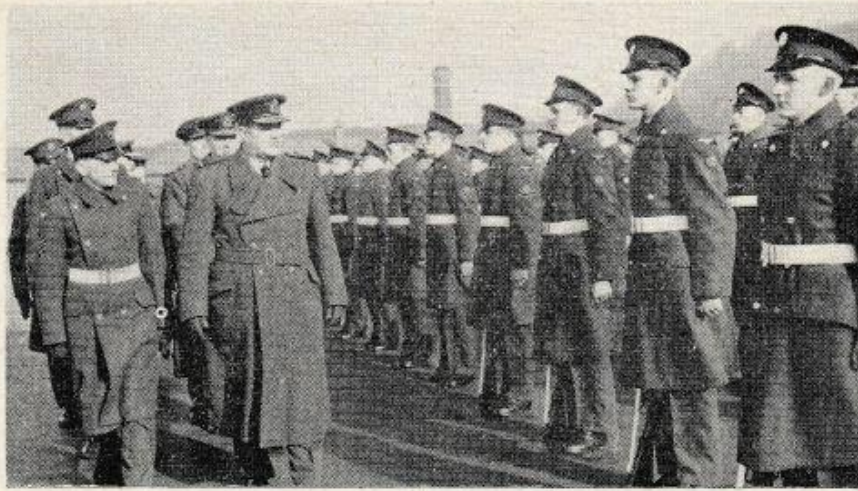


of achievement. Those passing out can look back on a good job well done and can look forward to climbing the ladder which may well take some to the very top of the Service. Many ex-apprentices have already climbed high and are still climbing. There is no reason why many of you here to-day should not follow them.

It is to the apprentices of No. 52 Entry in particular that I intend to address most of my remarks. You are now on the threshold of your Service career and it is most important that you should fully understand and appreciate the purpose behind the Royal Air Force, its place in the defence organization of this Country, and your own position and responsibilities in the Royal Air Force.

Last year in the House of Commons, the Minister of Defence described the Royal Air Force as the first line of defence in this Country. Lord Tedder has said there are few people who would challenge the view that the R.A.F., supported by the anti-aircraft guns, is now literally your first line of defence. Many other experienced officers of the three Services have made similar statements. There can be not the slightest doubt about the accuracy of these statements. Attack from the air is not only the most dangerous threat to this Country in the event of War, but it could be sudden and could develop to dangerous proportions most





rapidly. We must therefore be sure that the R.A.F. is fully manned and brought up to the highest state of efficiency with the minimum of delay. This does not mean the provision of fighters only, though they perform a most essential part in the defence organization. Bombers must also be provided in adequate numbers to carry the war to the enemy. In the last war the bomber attacks delayed the V-Weapon attack for months, and greatly reduced the scale of attack when they were launched, and finally almost stopped it by smashing the enemy's rail communications. The Allied Bombers were largely responsible for the overwhelming air superiority we had in the latter stages of the war which made the invasion of North-West Europe possible. The most effective defence against air attack is to stop it at its source—it may be the only way, especially against rockets. To this end the Bomber and the Fighter are complementary to each other. Without their combined efforts, air superiority is not possible; no effective military operations are possible on sea or land, nor can the economic and industrial life of the Country be maintained. In addition to the Bomber and Fighter forces, we must provide aircraft for the protection of shipping. We must also provide a transport aircraft to support operations, and behind all, there must be an efficient and well-equipped fighter control organization, maintenance organization and training organization. In other words, a well-balanced air force.

We must therefore ensure that the Royal Air Force is fit to meet its tremendous commitments. This is where you apprentices come into the picture. You have been given a fine opportunity to become skilled craftsmen, and it is upon the knowledge and ability of you and your brother ex-apprentices that the technical efficiency of the R.A.F. so largely depends. Ex-apprentices have been described, quite rightly, as the backbone of the Royal Air Force. The technical training which you have received here is second to none, and fits you to take your place with the thousands of craftsmen who have preceded you.

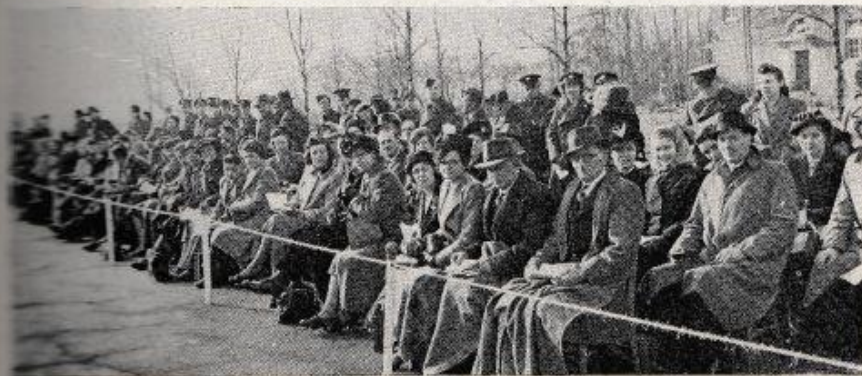
But it is not only technical training which you have been given; you have played games and learnt the importance of the team spirit and co-operation. You have had your first lessons in Service life and you have learnt how vital it is for individual standards to be of the highest if the team is to be first class. In effect you

have grown up during the past three years under the influence of the "Halton spirit." This "Halton spirit" is an enormous power for good and you will do well to carry it with you in the wider and broader life which you are now about to enter. It is remarkable how the high sense of duty and high sense of honour and principles normally displayed by the ex-apprentice influences other men on a station. Time and time again I have noticed that wherever there is a hard core of ex-apprentices, discipline, morale and efficiency is high. You boys going out into the Service to-day have great responsibilities—your life here has trained you to accept those responsibilities and I am confident that you will not let us down.

Two apprentices have won cadetships. I congratulate Sgt/App/Air Ash and Sgt/App/App/Air Wilkinson. I had hoped more would have been awarded cadetships. However, the standard is very high and rightly so. There will be opportunities for some of you who have not been selected this time, to get commissions at a later date. To all who succeed I say that you could not have had a better background for training as an officer of the R.A.F. than the three years you have spent here at Halton. A large number of your predecessors won cadetships or gained commissions later and many have reached high rank in the R.A.F. in the G.D. and other branches. I am sure that they all recall with gratitude and affection their early training at Halton. Many of your predecessors had distinguished flying careers during the war and set very high standards of ability, determination, courage and devotion to duty which will always be remembered. See to it that those standards are upheld, and if possible raise them a little higher.

We look to those of you who are going out into the Service to practice the skill and knowledge which you have gained here, to uphold the great tradition of the Royal Air Force. You have youth and you have experience—the experience which opens the door to a great variety of key positions in the Air Force. It is now up to you to make the most of your opportunities, to the benefit of the Air Force and yourselves.

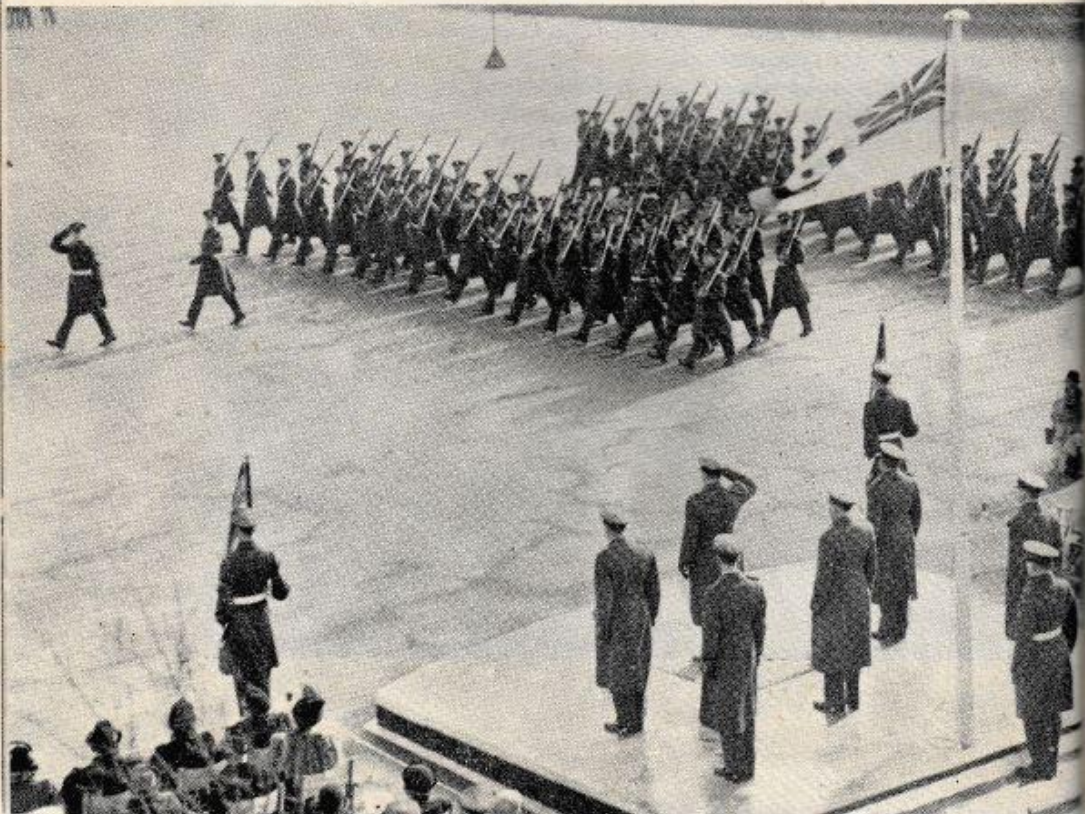
And now I should like to say a few words to the parents. We believe that Halton and the Royal Air Force offer your boys a chance of a full, interesting and adventurous career with good opportunities of advancement, and with unique opportunities of service to the Country. Most boys are adventurous at heart, but all too often that spirit of adventure is misguided, or is not guided at all, and the results can be seen from the newspapers any and



every day. We are proud of the training that Halton gives and we are proud of the results which we have achieved in the past and will continue to achieve in the future. We feel sure that you will share our pride in your sons passing out to-day. We need more boys of the same calibre. We can do with far more than we are getting to-day. You can help by telling your friends of this wonderful school, and of the great future open to boys who have the good fortune to be trained here.

Before I close I should like to pay a tribute to Air Commodore Titmas. He took up his appointment just before the 52nd Entry came in and he will be leaving to-morrow, and this is, therefore, his last Passing Out Parade as Commandant. I am sure I speak on behalf of all the apprentices who have passed through the School under Air Commodore Titmas's guidance when I say how glad we are to have had his steady hand at the helm to guide this School through the many difficulties which have accompanied the readjustment from a war to a peace footing. His wise counsel and sympathetic understanding have earned him a sure place in the affection of this School, and I know that you would all like me to wish him the best of luck in his new appointment. I would also like to pay a tribute to Mrs. Titmas, who has always taken a very great interest in the welfare and well-being of the apprentices. I am sure you would wish me to thank her on your behalf for all her good work and kindness.

To all the apprentices who are still under training, I would say, "Keep your heads high, strong in the knowledge that the training you are now receiving is second to none in its technical, physical and moral value." To the apprentices who are leaving to-day, I would say, "Never forget the lessons you have learned, and carry the 'Halton Spirit' with you throughout your Service career." To you all—"Good luck in the future wherever you may find yourselves."





THE HALTON CREST

It may be worth while, before twilight softens the clear edge of memory, to record the authentic genesis of the Beech Tree in No. 1 School of Technical Training Crest.

When "A.C.K." (now Group Captain A. C. Kermode, O.B.E.) produced his second original comic-opera, about Halton and the Service, called "Flat Out," the ex-apprentice had already become a potent influence on local affairs. The audiences which saw the show included many old-boys—Officers, Sergeant-Pilots, Airmen and prosperous civilians. Partly for this reason "A.C.K." included in "Flat Out" an Old-boys' Song called "Beech Leaves," the theme of which had been garnered from the impressions of their younger days expressed by the ex-apprentices, January Entries recalled the beauty of the young green leaves; Summer Entries, the glory of the autumn woods. The passing of the nine terms—for three years is a long time when one is under twenty—marched with the seasons and beech and boy grew side by side.

"Beech Leaves," although of no technical merit, proved popular with apprentices, past and present, and seems to have been sung as widely over the world as the Service wings have flown: with "Attention, Let Op" it rang along the roads of France and Belgium, marking the lighthearted passage of feet which, later, marched the self same ways, grimly, in war.

After one show, the Air Officer Commanding, Air Vice-Marshal N. D. K. MacEwen, C.B., C.M.G., D.S.O. (now Sir Norman D. K. MacEwen), whilst resting after having danced a reel, heartily supported the suggestion that the School ought to have a crest and that a Beech Leaf would be an ideal motif.

Before anything could be done all those present were scattered to the four winds, as so often happens in the Service, but, several

years later, one of them chanced to be visiting Halton and was asked by the Station Adjutant (one "Nobby" Clark) to give an opinion on suggested designs for a Crest. The previous incident was recalled and the present design was the result, mainly under the guidance of Lt. Commander (now Wing Commander) Gordon Whittaker, D.S.O.

The aptness of the crest and motto will need no explanation for those who know their Halton. The Beech, like the apprentice, is not indigenous to the chalk hills, but it thrives there. The beech has replaced the juniper and yew and the apprentice marches where the Roman soldier trod. From Boddington Crown the Roman sentinel saw much the same country as the apprentice sees when gliding in from his first flight—young growth, passing to maturity, season on season.

COLUMNS

NOTE.—The foregoing was written, at the request of the Editor, in 1939; it was lost in the fog of war. Slightly amended, it is offered ten years later now that the Halton Magazine is in full production again.

BEECH LEAVES

1. How green are the beeches that grow on the Chilterns,
At Halton, up Beacon, on Boddington crown,
But best I remember when beech leaves were falling
And painting the hillside a deep golden brown.

When beech leaves are falling, are falling, are falling,
Wherever I'm station'd, where'er I may roam,
Old memories come calling, come calling, come calling,
Of youth's golden scenery, of Halton and home.

2. How light were our steps as saluting the colours,
We passed with our bayonets a gleam in the sun,
As bright as their gleams were our hopes for the future
Of things to achieve, of adventure to come.
3. If, firm as the trees that stood out on the sky-line,
We stick to our purpose and never forget
Our grand Air Force motto; then leaves may come falling,
Unshadow'd by sorrow, unting'd with regret.

COLUMNS

W.R.A.F. personnel of the Station and P.M. Hospital have attended the Leadership Courses during the past six months.

The Club continues gaily on its way. We miss greatly the help of Sgt. O'Neill who did so much to "keep the wheels turning" in an agreeable and disciplined manner. Our loss is the gain of another Unit, where, no doubt, in addition to "preserving law and order" he is organizing concerts and entertainments.

The Religious Instruction for children at the week-ends, in addition to the daily Instructions for Apprentices, makes certain that "life has never a dull moment." P.O'D.

Officers' Christian Fellowship

By kind permission of Gp.Capt. Barraclough, M.B.E., the Officers' Christian Fellowship now meets in the Education Officers' Common Room, Apprentices' School. Meetings are held fortnightly, and take the form of discussions and talks on problems of faith and conduct.

Officers who are interested may obtain further information from the Hon. Sec., Fg.Off. D. B. Parker. D.B.V.P.

WING NOTES

No. 1 (A) WING

Since the last issue of the magazine, the reorganization on a Wing Training Basis has taken place. All Fitter I.I.E. training is now confined to No. 1 (A) Wing. It is too early to report the results of this change but the indications are that there is a general improvement. The atmosphere in the Workshops is much more intimate to both Apprentices and Instructors.

The 53rd Entry have now completed their training and now await the final C.T.T.B. examination immediately after Easter Leave. It would be foolish to forecast their results but if the manner in which they have attacked their revision is any indication, then they should be slightly above the average of the Senior Entries. The 55th Entry continue to show general progress. There is no doubt that they are the best Entry under training as Fitter I.I.Es. and if they go all out now for the "Last Ten," they should set up a record, of the number of A.C.Is. from any entry since the war. 56th Entry please note the achievement of the 55th. An extra effort is required to raise the entry average which at the moment is below any of the Senior Entries. To all other Entries we say WORK HARD, YES, HARDER, especially you chaps in the second year of training. Keep uppermost in your minds that mental picture of the platform on which stands the reviewing Officer at the Passing Out of your Entry, congratulating candidates for Cadetships and Prize Winners.

Do not forget that the Instructional Staff are always endeavouring to assist you in your progress. They only need your whole-hearted co-operation. Flt.Lt. Elphick, who has been in Fitter I.I.E. training for 2½ years has now gone and with him go all our good wishes. He will be constantly bumping into old friends. To Flt.Lt. Truscott we extend a hearty greeting. Already he has taken a leading place in the team.

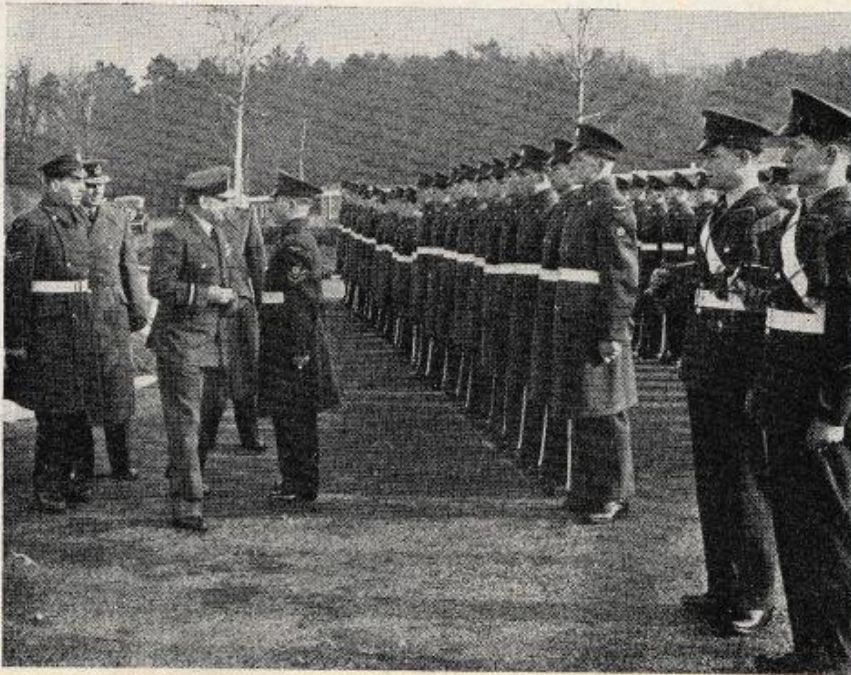
In the Schools, the march of progress can be seen in the reception of the instruction now being given on gas Turbines and Thermodynamics. When these subjects were first tried with the 46th Entry, there was a tendency to hold them in awe, but a new generation of youths is growing up, used to the idea of gas Turbines, and more receptive to the teaching. The components of a Cathode ray oscillograph for use as a high speed engine indicator, have now arrived. Once the considerable work of assembly has been completed, this device will show on the screen the changes of pressure that occur on each cycle and during the various different conditions brought about by changing compression ratio, throttle opening and mixture strength and ignition timing.

The reorganization of the Wings has entailed considerable efforts by both Apprentices and Staff to maintain smooth functioning of the Wing. Considering the upheaval, the apprentices have settled down well. This inter-wing movement has been followed by inter block movements occasioned by complete re-decoration of the blocks in the new "Pastel Shade" colour schemes. There have been changes in Squadron Commanders, which has meant that both Staff and apprentices have been busy getting to know each other.

Sqn.Ldr. Sanderson, who for so long had been such a leading personality in No. 1 Wing and the Halton Society, has been posted to Germany. Sqn.Ldr. Lewis, Officer Commanding "B" Squadron has taken over the chairmanship of the 1 Wing Model Aero Section and it is hoped under his energetic direction, further progress will be made in modern Aero-modelling.

The B.K. Winter competitions were keenly contested and regardless of old allegiances, much enthusiasm has been shown and it is gratifying to see the increase of interest in the competition. The result of the 1948/49 inter-squadron Soccer Cup was a resounding 6-1 win by "B" Squadron against "C" Squadron of 3 Wing. This game was played on the stadium, and despite the weather, a good standard of soccer was evident. Great interest has been shown in Boxing and the Junior entries are to be congratulated on their fine achievements. In the Inter-Services Apprentice Championships held at Aldershot on 23rd Feb. 1949, Apps/Air McCaffrey and Quinn of the 60th Entry were runners up in their respective bouts. A common sight in the evenings prior to the R.A.F. Road-Walking Championships held at Halton in March, was the string of walkers lapping the Henderson square. The interest and energy put into this sport by Apprentices of this Wing, helped considerably in enabling the Station to win the R.A.F. Championships. A great deal of sport has been played during the winter because of the good weather and a very healthy sign has been the increase in the number of voluntary games which have been organized. Physical Training is now organized to give progressive exercises over the Apprentices' total Training. This includes coaching in minor and major games, and it is hoped that the benefits of this coaching may be felt in the improved standard of Apprentice Sport.

No. 2 (A) WING



Guard of Honour by 54th Entry

In commencing these notes, we wish to welcome to the Station, Air Commodore North Carter, C.B., D.F.C., who arrived early this year as Station Commander, and our new Senior Training Officer, Gp.Capt. N.C.S. Rutter, C.B.E., who came to Halton at the end of last year.

The Wing has settled down after the major change in personnel at the end of 1948 and everybody agrees that the new arrangement, under which we are responsible for the training of Apprentices of the trade of Fitter II.A. only, is most satisfactory in every way. We have a team of keen Flight Commanders who take great interest in the welfare and progress of the Apprentices under their command, resulting in a better spirit throughout the School. It is an added incentive to the staff to see that results in all aspects of training improve with the introduction of this more personal note, made possible by the provision of more Officers, each of whom is now responsible for the wellbeing of a smaller number of boys than the Squadron Commander had to handle under the old system.

The 52nd Entry passed out in February of this year on a glorious day (which proved how right is the saying that the sun shines on the righteous!), being inspected by Air Marshal Sir Hugh Saunders, K.B.E., C.B., M.C., D.F.C., M.M., Air Member for Personnel. Much to the disappointment of those concerned in the training of this Entry, only two Cadetships were awarded, one to Sergeant Apprentice Ash, who goes to Oxford University in October preparatory to taking up his commission in the Technical Branch, and one to Sergeant Apprentice Wilkinson, in the Equipment Branch. The remainder of the Apprentices have gone to St. Athan, where they are doing well and, we hope, those who were



Inspection

disappointed with their results at Halton are still trying to get ahead. The race is by no means run and they still have every opportunity of reaching the top.

The endeavour to keep abreast of modern developments in industry is being maintained in both Workshops and Schools. In Workshops it is hoped to include shortly phases dealing with thermal de-icing, pressurization and seat ejection. This is not an attempt to increase the pitfalls awaiting the timid approach of the would-be Fitter II.A., but rather a tribute to the increasing importance of the comprehensive duties of this tradesman. Schools report the arrival at Halton of a new wind tunnel. This is being "finished" to reduce skin friction and it should soon be in the process of erection. The fan assembly is ordered, leaving only an upper balance to be provided. It is proposed to make this of the three-component type so that lift, drag and pitching moment can be measured simultaneously.

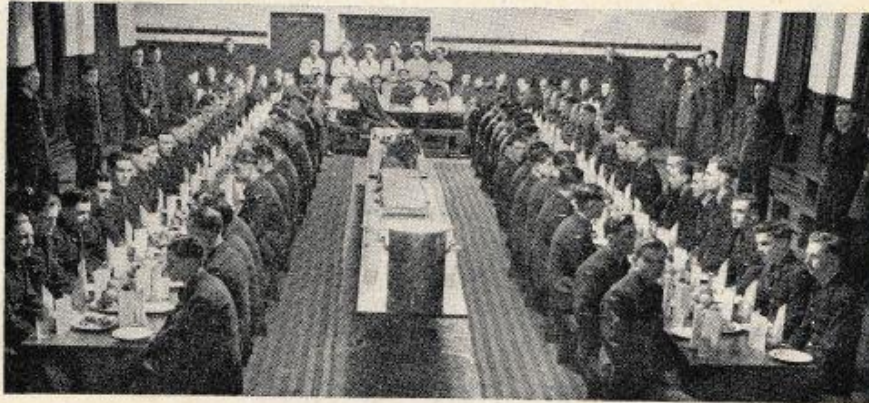
In both these aspects of training, satisfactory progress is being maintained by all Entries. Instructors keep a watchful eye on those who are lagging behind, and they are given every encouragement to pull out the extra effort necessary to enable them to catch up with their fellows.

In the Wing, Apprentices apply themselves with enthusiasm to their training; this is amply illustrated by the sheaf of certificates the 52nd Entry took with them from Halton recording their prowess in various sports. There is no doubt about the high quality of apprentices as sportsmen—we provided two members of the Royal Air Force Basketball Team, App/Air Noyes and App/Air Kingsbury of the 53rd Entry, and had three members of the Wing in the Halton team which won the R.A.F. 7-mile Road Walking Championship, competing against teams of men.

There have been some staff changes this year. Wing Commander Badcoe has left us to attend the Staff College. It seems a pity that an Officer of his qualities spent such a short time at Halton. Flt. Lt. Drabble has gone abroad on Regiment business and Flt. Lt. Cleare has been posted away from the Station. We welcome our new Commanding Officer, Wing Commander B. Robinson and the following Officers, Squadron Leaders Crane and

O'Connell and Flight Lieutenants Parson and Thorne. There have also been changes in the Schools staff. Squadron Leader Little, after two and a half years in the Airframes Department, has left for duty in Hong Kong. Pilot Officers Hall, Bradley, Chase-more and Percival, who have recently joined, bring to their work youth and enthusiasm besides knowledge of the latest developments in the engineering world.

H.G.



32nd Entry Passing Out Dinner

No. 3 (A) WING

The reorganization of the School is now administratively complete and in No. 3 (A) Wing a total of seven flights has been formed, each housed in its own block, under a Flight Commander, and the Flights grouped in Squadrons according to trades.

One of the primary reasons for the new organization was to bring about a more intimate contact between the Apprentice under training and the Officers and Instructors responsible for his training. It was also felt that the new wing structure would be a more efficient organization.

Although the major administrative preparations have been completed, there is still much to do, and our immediate tasks must be to continue with our efforts to achieve its success.

Schools

The School atmosphere has been much brightened by the re-painting of the corridors, laboratories and library and it is expected that before publication of this issue all classrooms used by No. 3 (A) Wing Apprentices will also have been completed.

The opportunity has been taken to re-arrange two electrical laboratories. All D.C. equipment and experiments have been placed in No. 30 and A.C. apparatus has been transferred to No. 32, in which a low voltage variable frequency A.C. supply has been made available to each bench position.

School results in general have been satisfactory for Electricians and Instrument Makers and some improvement has been shown by Fitters Armourer but the latter have much leeway yet to make up before their average results approach those of the other two trades.

Workshop Training Armament

Few changes have been made to the Training Syllabus during the past six months. Recent decisions, however, indicate that certain changes will be made in the near future. For example it is hoped in common with other trades to see much more of the airfield than in the past, to do more flying, and to go more deeply into handling and servicing of aircraft.

Some interesting visits have been made by the senior entries. The 52nd Entry went to Messrs. Kryn and Laye of Letchworth to see the practical side of the production of steel. The research laboratories where chemical analysis, testing and X-radiography of steel is undertaken were of particular interest.

The 52nd Entry also visited the Rocket Propulsion Development Unit of the R.A.E. The 53rd Entry visited a small-arms factory where they were able to see the manufacturing processes of a Bren Gun. Much valuable information was obtained from these visits.

The 54th Entry are making satisfactory progress. We expect them to surpass in achievement the preceding post-war entries.

We have to welcome the 60th and 61st Entries. Already they are showing signs of attaining a high standard.

Electricians

The 54th Entry will soon be thinking of examinations and passing out preparations. It is hoped that this entry has taken heed of the warning given in the Christmas 1948 issue. They will be the largest entry of Electricians to pass out of Halton for some years.

The 55th Entry have only a few months to go before completion of training. We advise them to spend some time over their text books in the evenings. It will be well worth while in the end.

The remaining entries are progressing satisfactorily.

Some alterations are taking place in the layout and development of the electrical workshops to improve training, particularly in the Basic Section.

Changes have taken place in the Staff. Squadron Leader Fisher has taken over as Wing Technical Training Officer, Electrical and Instrument Training, and we welcome two new electrical officers namely Flt.Lt. Newman and Fg.Off. Wheeler.

Instrument Makers

The 54th are now reaching the final stages of training. This entry received the benefit of a visit to the works of Hughes and Son, Ltd., Precision Instrument Makers at Barkingside in February, and spent a very interesting day there. The remaining entries appear to be making favourable progress.

Structural alterations are being made in the Instrument Section to provide more suitable laboratories for training.

We welcome Flt.Lt. Henderson who has taken over as Officer in Charge of the Section. Our old timer W.O. Stobart was only saved from a sea journey by high blood pressure.

K.D.F.