

The Haltonian Magazine

85 Edition

Spring 1960

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## EDITORIAL

Sitting in the editorial frigidaire, the editor contemplates the passage of days. A recurrence of hard frost seems to have inhibited the rooks from their tentative take-over bids in the chestnuts, which they started only a few days ago. The sun is a caricature of its Summer self, or, at least, an actress without make-up. Inevitably thoughts are on this movement of time and the inexorable conversion of future into past. During the last year three more Entries have gone, and we rapidly approach two strategic numbers which should be indicative of identification, pomp and panorama. The year 1962 will see the induction of the 100th Entry and the year 1862 will be the fortieth anniversary of the introduction of the Apprentice training scheme at Royal Air Force, Halton.

The Editor, of course, thinks in terms of seventy two point Gill Sanserif Ultra Bold possibly in red ink, of extra articles, colour plates, souvenir supplement, what you will: in other words a magazine of commemoration,

record and achievement. But what physical manifestations will there be on this occasion? Could we possibly see them all together, a serving member from each Entry? Members of the first Entry are known to be serving still, lending statistical credence to the probability that every Entry, from the first to the hundredth could be represented. What of industry and the Commonwealth, and all the nostalgic voices which are so often heard? Who will come to celebrate with us of the present? Might not the hundred Entries parade before their Queen, Her Majesty Queen Elizabeth II, her Royal Colour which she so graciously presented on July 25th, 1952?

There will undoubtedly be much speculation on how this year will be commemorated. One further thought remains. Whatever the events of 1962, all apprentices past and present will belong to them, and will be able to re-vitalise their pride in the system which has produced and is producing them.



GRADUATION OF THE 85<sup>TH</sup> ENTRY

The Graduation Parade of the 85th Entry of Aircraft Apprentices at Halton took place on the Henderson and Groves Parade Ground on 16th December 1959. The Reviewing Officer was Air Marshal Sir Arthur McDonald, K.C.B., A.F.C., Air Member for Personnel. He was accompanied by Air Marshal W. H. Kyle, C.B., C.B.E., D.S.O., D.F.C., Air Officer Commanding-in-Chief Technical Training Command, Air Vice-Marshal J. Marson, C.B., C.B.E., Air Officer Commanding No. 24 Group, Air Commodore T. N. Coslett, C.B., O.B.E., Commandant of No.1 School of Technical Training, Group Captain S. G. Taylor, Senior Training Officer, Group Captain D. M. B. Pitt, M.B.E., Principal Education Officer, and Wing Commander J. P. Ford, A.F.C., Officer Commanding No. 2 Apprentice Wing.

The Parade was under the command of Warrant Officer Apprentice W. P. Scott, of the 85th Entry. The following N.C.O. Apprentices were subordinate commanders:—

Parade Adjutant S/A/A B. J. McRae  
 Parade Warrant Officer S/A/A R. G. Attwood

Colour Bearer S/A/A I. M. Davidson  
 (R. Rhod. A.F.)  
 Colour Warrant Officer S/A/A N. Turner  
 Colour Escort S/A/A J. A. Bailey  
 S/A/A T. W. Coulthead  
 Colour Orderly C/A/A J. M. Raeburn  
 Escort Squadron Commander F.S/A/A D. W. Mapp  
 No. 1 Flight Commander S/A/A G. Wright  
 No. 2 Flight Commander S/A/A J. C. McCartney  
 No. 2 Squadron Commander F.S/A/A R. Mitchell  
 No. 1 Flight Commander S/A/A T. W. Banks  
 No. 2 Flight Commander S/A/A A. L. C. McIntyre  
 Standard Bearers S/A/A M. V. W. Painter  
 C/A/A R. T. King  
 Apprentice i/c Supporting Entry S/A/A A. R. Freeman  
 Drum Major Pipe Band L/A/A W. J. Crump  
 Drum Major Brass Band L/A/A C. Kirby  
 The Entries on parade were the 85th and 86th.

### **The Commandant's Report**

After the Parade the Prize-giving took place in the Burnett Gymnasium, where the Commandant delivered his report on the 85th Entry's career at Halton. First he welcomed the Reviewing Officer, Air Marshal Sir Arthur McDonald, particularly in his new capacity as Air Member for Personnel. Sir Arthur joined the Royal Air Force in 1924, took the Engineering Course at Henlow and then obtained an Honours Degree at Cambridge. Subsequent appointments included Air Defence Commander, Ceylon, Air Officer Commanding No.106 Group (Photographic Reconnaissance), Commandant of the Royal Air Force Staff College, and Commanding Officer of Boscombe Down. He was Director General of Manning at the Air Ministry from 1952 to 1955, and before becoming Air Officer Commanding-in-Chief Technical Training Command in January 1958, he held the appointment of Commander-in-Chief of the Pakistan Air Force. A keen sailor, he represented Great Britain in the Olympic Games in 1948.

The Commandant pointed out that the rewards for hard work at Halton had become better than ever, in view of the increased number of cadetships and direct commissions which could now be awarded. But to hope to qualify for these awards an Apprentice must be prepared to devote some of his leisure time to voluntary private study. Recently a re-organisation had been carried out which was designed to inculcate in Apprentices a desire to learn and so develop their full potential. In future Apprentices would spend their first year in a Junior Wing where they would undertake supervised study on two nights each week. It was hoped that this new system would help to reduce the excessive wastage rate of earlier entries.

Roughly one half of the original strength of the 85th Entry had been lost by transfer to junior entries or to lower trade levels elsewhere, and by discharge. Others had joined the 85th from senior entries, and on balance there were 196 Apprentices graduating against an original strength of 314.

The Commandant described the Entry as an average rather than an outstanding one. One third of its members were promoted to N.C.O. Apprentice rank, but their standard of discipline within the Entry could have been

better. In games and physical training they were below average during their second year but improved considerably during their third and represented the School quite well. In drill they were average, but their graduation parade had shown that they were capable of a good performance. Very recently the entry had developed a fine spirit and morale which the staff had found quite stimulating.

In trade training the Entry's record was acceptable but not outstanding. During the first 18 months they did not take well to study and were lacking in industry. However, they improved during the second half of their training and made good progress towards their final examination. This was taken by 199 Apprentices of whom only three failed (two in the Airframe and one in the Electrical trade)—a very satisfactory achievement.

More pleasing was the Entry's record in educational training, where their standard was uniformly high. In their final examination in educational subjects they obtained the very good average mark of 62% and only one Apprentice failed to pass. The Entry contained five Burmese, one Rhodesian and two Venezuelan Apprentices, and they all passed except one. The Ordinary National Certificate in Mechanical or Electrical engineering had been awarded to 45 Apprentices. Of the nine who sat for the G.C.E. Mathematics examination at Advanced level eight were successful, and 149 members of the Entry obtained G.C.E. passes at Ordinary level in a variety of subjects.

Eight Apprentices from the 85th Entry were graduating as substantive corporals and eleven had qualified for accelerated promotion to corporal technician after one year. The Commandant had nominated Warrant Officer Apprentice Scott as Prize Cadet and he had been appointed to a technical cadetship at the R.A.F. Technical College, Henlow. The final results of others who had been recommended for cadetships or direct commissions were not yet available.

Air Commodore Coslett congratulated all the graduating Apprentices on successfully completing their course, and in particular the candidates from Commonwealth and foreign Air Forces, who had demonstrated that those

who worked hard at Halton could go to the top irrespective of their background and origin. In conclusion, he reminded the graduates of the high standing of Halton in the tradition of the Royal Air Force, and of their duty to uphold its good name. And on behalf of the staff he wished them all good luck and happy and successful careers.



Air Marshal Sir Arthur Macdonald, K.C.B., A.F.C., Air Member for Personnel takes the salute. With him on the saluting base are Air Marshal W. H. Kyle, C.B., C.B.E., D.S.O., D.F.C., A.O.C.-in-C. Technical Training Command and Air Commodore T. N. Coslett, C.B., O.B.E., Commandant of No. 1 School of Technical Training.

#### Address by the Reviewing Officer

Air Marshal McDonald expressed his pleasure in taking the salute at the Graduation Parade. His interest in Halton and in the other youth schools in Technical Training Command was just as great as when he was their Commander-in-Chief. He congratulated all concerned with the parade for having maintained the high Halton standard despite the bad weather. Smartness on parade was important because the general public could form their opinion of the Royal Air Force only from what they saw of it, and because a good bearing usually indicated a high standard of efficiency.

The graduating Apprentices had a special responsibility to guard the very high reputation of the school they were leaving. The Air Marshal reminded them of the School's record. Since it was formed in 1920 it had produced 25,000 trained technicians, many of whom had



Flt.Sgt. A/A D. W. Mapp receives his prizes from Air Marshal Sir Arthur McDonald, K.C.B., A.F.C.

achieved distinction. One had reached the rank of Air Marshal, seven became Air Vice-Marshals and twenty Air Commodores. In all 5,000 had been commissioned. Decorations awarded to ex-Apprentices included one V.C., two G.C.s, 34 D.S.O.s, two M.C.s, 246 D.F.C.s, 232 A.F.C.s, three G.M.s and over 300 D.F.M.s and A.F.M.s—a wonderful record for the product of one school. The aim of the School was to produce advanced tradesmen of good education, and to foster in them such qualities as leadership, pride of service and a sense of responsibility, which would fit them for a progressive career within the Royal Air Force. Halton training was widely recognised as one of the finest any boy could get, and the School's record showed that there was no limit to how far anyone could climb if he worked hard enough and had the ability.

The Reviewing Officer warned the graduating Apprentices that they would face a fundamental change when they went to their new units. At Halton they had worked under instruction and a great many responsible

decisions had been made for them. On other stations they would have to give the lead and to instruct others; right from the start they would have to take responsibility. At Halton if they made mistakes nobody suffered but themselves; in the R.A.F. outside an error in their work would be serious, for it could mean damage to property and even loss of life. They must not be afraid to ask questions, and must never run the risk of pretending to know something which they did not know. Above all their new unit commanders would expect them to be reliable and responsible.

Service life had its disadvantages, including a certain amount of instability, but it did offer

a complete freedom from ever getting into a rut. Air Marshal McDonald was still very glad that he had chosen a career which provided plenty of variety and all kinds of sporting activity, including his own sport of sailing. He advised the departing boys to take full advantage of all opportunities which were open to them, and in particular to go abroad while they were young and before designing young women got hold of them.

On behalf of the Apprentices the Reviewing Officer thanked the Commandant and staff for all their efforts, which had made success possible. Finally he wished the 85th Entry all the best of luck in their service careers.

### 85th ENTRY CADETSHIPS

A Prize Cadetship in the Technical Branch has been awarded to:—

W.O./A/A W. P. Scott

A Cadetship in the Equipment Branch has been awarded to:—

F.S./A/A A. R. Mitchell

### PRIZE WINNERS

MONSIGNOR BEAUCHAMP MEMORIAL PRIZE (FOR THE BEST ALL-ROUND APPRENTICE)  
F.S./A/A D. W. MAPP

PIONEER TROPHY (FOR THE HIGHEST MARKS IN ALL TECHNICAL TRAINING SUBJECTS)  
A/A P. R. HILTON

CREBBIN-ROBINSON CUP (FOR THE BEST TRADE STANDARDS PRACTICAL FITTING TEST)  
L/A/A F. J. DONALDSON

ELLIOTT MEMORIAL PRIZE (PRESENTED BY THE ROYAL AERONAUTICAL SOCIETY FOR THE HIGHEST MARKS IN ENGLISH AND GENERALS STUDIES)  
L/A/A K. DAVIES

QUINTON MEMORIAL TROPHY (FOR THE BEST EX-A.T.C. CADET)  
S/A/A T. W. BANKS

#### AIR MINISTRY PRIZES

HIGHEST IN ORDER OF MERIT, ALL SUBJECTS  
F.S./A/A D. W. MAPP

HIGHEST IN ORDER OF MERIT, EDUCATIONAL SUBJECTS

FIRST PRIZE: S/A/A B. J. McRAE

SECOND PRIZE: C/A/A T. R. GEDGE

BEST "SET TASK", GENERAL STUDIES  
L/A/A I. McLEAN

HIGHEST IN ORDER OF MERIT, GENERAL SERVICE EFFICIENCY

FIRST PRIZE: W.O./A/A W. P. SCOTT

SECOND PRIZE: F.S./A/A D. W. MAPP

HIGHEST AVERAGE FOR PRACTICAL FITTING OVER THE THREE YEAR COURSE  
C/A/A P. J. BROWN

#### BEST TRADESMEN IN STANDARD TRADE TEST

AIRFRAME FITTER 1ST	..	..	..	..	..	..	C/A/A A. COOPER
AIRFRAME FITTER 2ND	..	..	..	..	..	..	F.S./A/A D. W. MAPP
ARMAMENT FITTER	..	..	..	..	..	..	A/A R. WHEELER
ELECTRICAL FITTER	..	..	..	..	..	..	W.O./A/A W. P. SCOTT
ENGINE FITTER 1ST	..	..	..	..	..	..	C/A/A R. W. CHRISTEY
ENGINE FITTER 2ND	..	..	..	..	..	..	A/A C. B. DOWNING
INSTRUMENT FITTER (NAV.)	..	..	..	..	..	..	S/A/A J. A. BAILEY
INSTRUMENT FITTER (GEN.)	..	..	..	..	..	..	A/A P. R. HILTON

## 85th ENTRY SPORTS AWARDS

### School Colour Awards

<b>ATHLETICS</b>										
L/A/A J. W. BAXTER	..	..	..	..	..	..	..	..	..	1958
L/A/A W. BEE	..	..	..	..	..	..	..	..	..	1958
A/A M. B. CUSACK	..	..	..	..	..	..	..	..	..	1959
A/A J. M. GILBERT	..	..	..	..	..	..	..	..	..	1957/58
C/A/A D. V. MABEY	..	..	..	..	..	..	..	..	..	1959
A/A J. McGUINNESS	..	..	..	..	..	..	..	..	..	1959
C/A/A E. PURKIS	..	..	..	..	..	..	..	..	..	1958/59
C/A/A A. F. WARNER	..	..	..	..	..	..	..	..	..	1957/58/59
S/A/A G. WRIGHT	..	..	..	..	..	..	..	..	..	1957/58
<b>BASKETBALL</b>										
A/A L. H. MILES	..	..	..	..	..	..	..	..	..	1958/59
A/A S. H. NEEDHAM	..	..	..	..	..	..	..	..	..	1959
<b>BADMINTON</b>										
A/A OHN MAUNG KYAING	..	..	..	..	..	..	..	..	..	1958/59
<b>BOXING</b>										
C/A/A T. KEEN	..	..	..	..	..	..	..	..	..	1957
A/A P. J. SCRIVENER	..	..	..	..	..	..	..	..	..	1957/58
L/A/A E. VINE	..	..	..	..	..	..	..	..	..	1957/58
<b>CRICKET</b>										
A/A J. A. KAY	..	..	..	..	..	..	..	..	..	1958
<b>CROSS COUNTRY</b>										
L/A/A F. J. DONALDSON	..	..	..	..	..	..	..	..	..	1958/59
A/A J. M. GILBERT	..	..	..	..	..	..	..	..	..	1957/58/59
A/A R. ROBERTS	..	..	..	..	..	..	..	..	..	1958/59
C/A/A A. F. WARNER	..	..	..	..	..	..	..	..	..	1957/58/59
<b>FENCING</b>										
L/A/A I. McLEAN	..	..	..	..	..	..	..	..	..	1957/58/59
<b>HOCKEY</b>										
A/A G. R. DEUCHARS	..	..	..	..	..	..	..	..	..	1958/59
A/A J. S. PETCH	..	..	..	..	..	..	..	..	..	1958/59
A/A G. PHILLIPS	..	..	..	..	..	..	..	..	..	1958/59
<b>RUGBY</b>										
A/A G. MORGAN	..	..	..	..	..	..	..	..	..	1958/59
C/A/A A. D. PEEBLES	..	..	..	..	..	..	..	..	..	1958/59
C/A/A E. PURKIS	..	..	..	..	..	..	..	..	..	1958/59
A/A T. ROLT	..	..	..	..	..	..	..	..	..	1959
A/A P. J. SCRIVENER	..	..	..	..	..	..	..	..	..	1958/59
L/A/A A. J. SQUIRE	..	..	..	..	..	..	..	..	..	1958/59
A/A S. THOMAS	..	..	..	..	..	..	..	..	..	1958/59
C/A/A W. WATKINS	..	..	..	..	..	..	..	..	..	1959
<b>SHOOTING</b>										
A/A J. C. MUNN	..	..	..	..	..	..	..	..	..	1958/59
<b>SOCCER</b>										
S/A/A J. A. BAILEY	..	..	..	..	..	..	..	..	..	1958/59
L/A/A W. R. FREESTONE	..	..	..	..	..	..	..	..	..	1959
<b>SWIMMING</b>										
S/A/A B. M. SUTHERLAND	..	..	..	..	..	..	..	..	..	1957/58
S/A/A A. D. HOWELLS	..	..	..	..	..	..	..	..	..	1957/58
C/A/A D. M. TAYLOR	..	..	..	..	..	..	..	..	..	1957/58 59

## 85th ENTRY POSTINGS LIST

### (In Order of Merit)

Mapp, D. W.	Awarded Direct Commission. Promoted Substantive Corporal 1. I.T.S. South Cerney	Terry, R.	Lynham
Banks, T. W.	Middleton St. George	Rye, J. R.	West Malling
Scott, W. P.	Awarded Prize Cadetship in Technical Branch. Promoted Substantive Corporal. Henlow	Howells, A. D.	232 O.C.U. Gaydon
Gedge, R. T.	Promoted Substantive Corporal West Raynham	McIntyre, A. C.	Chivenor
McRae, B. J.	Kinloss	Kemble, R.	Awarded Direct Commission. Promoted Substantive Corporal 1. I.T.S. South Cerney
Hilton, P. R.	Ballykelly	Donaldson, F. J.	Lynham
Mitchell, R.	Promoted Substantive Corporal Cranwell	Attwood, R. G.	Leuchars
Atkins, K. J.	Syerston	Critchard, A.	Promoted Substantive Corporal
Downing, C. B.	West Raynham	Swinbourne, R. V.	Lynham
Davies, K.	Cottesmore	Crosby, C. C.	Wyton
Christey, R. W.	Lynham	Hunklin, J. R.	Abingdon
Griffiths, G. B.	Cottesmore	Cooper, A.	Ballykelly
Bailey, J. A.	Promoted Substantive Corporal	Sutton, M. A.	Linton-on-Ouse
		Purkis, E. F. J.	C.S.E. Watton
		Lees, K. P.	Lynham
			Kinloss



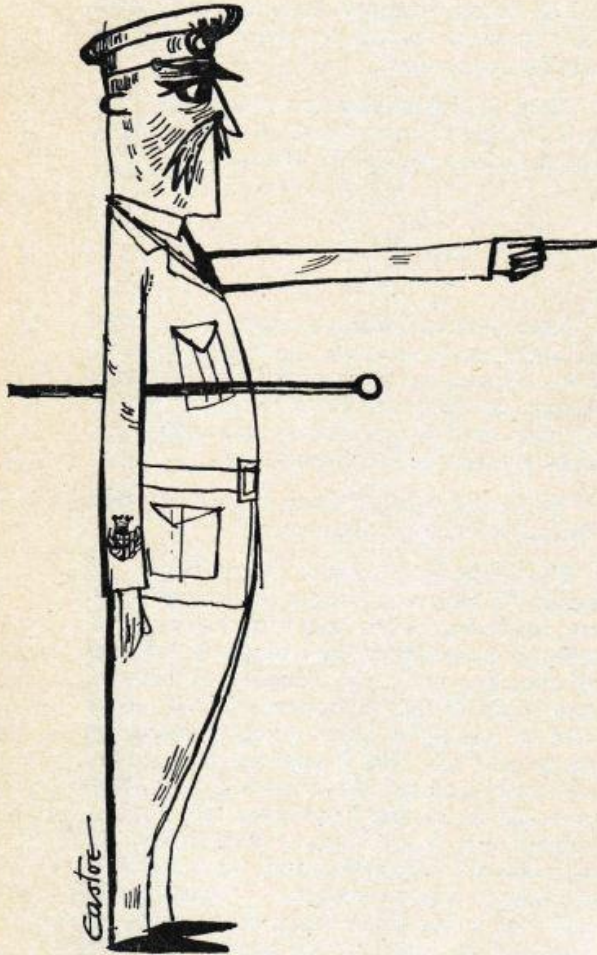
Brown, P. J.  
 Peebles, A. D.  
 Clark, G. M.  
 Clarke, T. A. E.  
 Coulthead, T. W.  
 McCartney, J. C.  
 Turner, N.  
 Thompson, A. W.  
 King, R. T.  
 Wheeler, R. A.  
 Parker, C. M.  
 Groves, K. J.  
 Fearnside, M. A. K.  
 MacKinnon, R.  
 Welsh, B. G.  
 Henn, B. M.  
 Glover, M. G.  
 Linskey, D.  
 Richards, M. T.  
 Davidson, I. M.  
 Cossins, E. C.  
 Young, F. S. A.  
 Jones, A. T.  
 Wright, G. A.  
 Langdown, T. H.  
 Baxter, J. W.  
 Watton, G. R.  
 Desborough, R. T.  
 Salvage, R. F.  
 Kelly, G. F.  
 Pepper, B. P.  
 Leach, C. A.  
 French, C. W.  
 Billington, G. G.  
 Savage, J.  
 Spencer, A. F.  
 Irwin, J. A. L.  
 Wright, E.  
 O'Nions, P. D.  
 Raeburn, J. M.  
 Keen, T. G.  
 Munn, J. C.  
 Weavers, B. M.  
 Suter, G. D.  
 Davis, A.  
 Saunders, P.  
 Buckingham, L. C. A.  
 Brownhill, W. H.  
 Cox, A. J.  
 Slaney, E. J.  
 Tomlinson, W. J.  
 Collins, G. C.  
 Roberts, R. S.  
 Redhead, M. R.  
 Dunford, B. E.  
 Mabey, D. V.  
 Bee, W. W.  
 Pyke, S. G.  
 Rolt, T. J.  
 Sever, C.  
 Morgan, G.  
 Cruden, A.  
 Morant, T. J.  
 Barrell, D. R.  
 Melton, R. E.  
 Evans, J. D. V.  
 Barwell, P. D.  
 Dennett, G. R. L.  
 Sutherland, B. M.  
 Harber, A. D.  
 Miles, L. H.  
 Doel, J. E.  
 Freestone, W. R.  
 Marchant, R. K. F.  
 Barker, B. W.  
 Neil, S. J.  
 McLean, I.  
 Aedy, J. W. T.  
 McGray, A.  
 Harvey, J.  
 Speirs, J. J.  
 Elms, J. L.  
 Francis, D. T.

Duxford  
 Awarded Direct Commission  
 1 I.T.S. South Cerney  
 West Raynham  
 Lyneham  
 Substantive Corporal. Linton-  
 on-Ouse  
 Leuchars  
 Abingdon  
 West Raynham  
 Bassingbourn  
 R.A.F. College Cranwell  
 232 O.C.U. Gaydon  
 Stradishall  
 Lyneham  
 Ballykelly  
 Kinloss  
 F.C. Manby  
 Waterbeach  
 West Raynham  
 Scampton  
 R. Rhod. A.F.  
 Bassingbourn  
 Coningsby  
 Waterbeach  
 Leeming  
 Lyneham  
 229 O.C.U. Chivenor  
 Wittering  
 St. Mawgan  
 F.C. Manby  
 Watton  
 Ballykelly  
 Gaydon  
 Honington  
 Linton-on-Ouse  
 Linton-on-Ouse  
 C.S.E. Watton  
 Middleton St. George  
 West Raynham  
 Lyneham  
 Lyneham  
 Leconfield  
 Wattisham  
 Ballykelly  
 Chivenor  
 232 O.C.U. Gaydon  
 Waddington  
 Cottesmore  
 Middleton-St. George  
 Lyneham  
 Lyneham  
 Wittering  
 Coltishall  
 Lyneham  
 St. Mawgan  
 Abingdon  
 Gaydon  
 Cottesmore  
 Leuchars  
 F.C. Manby  
 Lyneham  
 Stradishall  
 Gaydon  
 Lyneham  
 St. Mawgan  
 Lyneham  
 Ballykelly  
 Duxford  
 Waterbeach  
 West Malling  
 Wyton  
 Ballykelly  
 West Malling  
 Cotishall  
 Lyneham  
 Ballykelly  
 Leuchars  
 Coningsby  
 Lyneham  
 Dishforth  
 Coltishall  
 Kinloss  
 Duxford  
 Honington

Gilbert, J. M.  
 Crooks, J. G.  
 Gaynor, B. C.  
 Holmes, A.  
 Taylor, M. S.  
 James, B.  
 Munn, K. C.  
 Single, K. A.  
 Froggatt, W. D.  
 Gritton, D. M.  
 Houghton, J. K.  
 Ciccas, R. D.  
 Wilson, J. C.  
 Harnden, P. H.  
 Spurway, T. I.  
 Keegan, P. T.  
 West, M. S.  
 Warner, A.  
 Taylor, M. F.  
 Holmwood, A. G.  
 Andrews, D. P. E.  
 Fairweather, R. J.  
 Oxley, M. J.  
 Payne, M. J.  
 Aston, G. G. W.  
 Barratt, D. C.  
 Blanchard, E. G. T.  
 Perera, S. P.  
 Hayes, M. P. J.  
 Shepherd, J. H.  
 Bartlett, J. S.  
 Burling, P. A.  
 Thomas, S.  
 Vine, E.  
 Excell, J. W.  
 Mullinger, E. J.  
 Dickson, D. S.  
 Pratt, A. F.  
 Gledhill, M. H.  
 Allcock, D. J.  
 Angus, R. W. W.  
 Buckingham, I. N.  
 Painter, M. V. W.  
 Squire, A. J.  
 Taylor, D. Mc. M.  
 Greenhalgh, P. J.  
 Theobald, F. A.  
 Jones, A. V.  
 McGuinness, J.  
 Flew, G. M.  
 Cusack, M. B.  
 Buckler, M. W.  
 Deuchars, G. R.  
 Evans, I. M.  
 Birch, C.  
 Rapley, J. D. W.  
 Davis, J.  
 Watkins, W. I. G.  
 Bunting, D. R.  
 Clark, D. N.  
 Ortiz, P. M.  
 Hughes, D. B.  
 Dearden, J. D.  
 Rose, B. H.  
 Rider, B. T.  
 Kyaw Khin  
 Leinster, T. C.  
 Ohn Mg Kyaing  
 Warnett, G. T.  
 Needham, S. H.  
 Grindle, D. J. F.  
 Powell, M.  
 Scrivener, P. J.  
 Price, D. A.  
 Aitken, K. G.  
 Petch, J. S.  
 Porter, T.  
 McCaig, J. S.  
 Mg, Tun Aung  
 Kay, J. A.  
 Jones, J. B.  
 Phillips, G.  
 Tin Maung, R.  
 Lay Maung  
 Alarcon

Colerne  
 Leconfield  
 229 O.C.U. Chivenor  
 R.A.F. S.U. Australia  
 Gaydon  
 Marham  
 Lyneham  
 Lyneham  
 Kinloss  
 Coltishall  
 Wyton  
 Wattisham  
 Kinloss  
 Lyneham  
 Lyneham  
 Ballykelly  
 Scampton  
 Lyneham  
 Honington  
 West Malling  
 Little Rissington  
 Coltishall  
 Ballykelly  
 Ballykelly  
 Honington  
 C.S.E. Watton  
 Lyneham  
 Honington  
 Kinloss  
 Honington  
 Bartlett  
 Lyneham  
 Lyneham  
 Lyneham  
 St. Mawgan  
 West Raynham  
 West Raynham  
 Wyton  
 Chivenor  
 Benson  
 Scampton  
 Waterbeach  
 College Cranwell  
 Lyneham  
 Leuchars  
 Chivenor  
 Coltishall  
 Lyneham  
 Wyton  
 Chivenor  
 Lyneham  
 West Malling  
 Swinderby  
 Swinderby  
 Lyneham  
 Wattisham  
 Watton  
 F.C. Manby  
 232 O.C.U. Gaydon  
 Watton  
 Venezuelan Air Force  
 Wyton  
 232 O.C.U. Gaydon  
 Lyneham  
 West Raynham  
 Burmese Air Force  
 Ballykelly  
 Burmese Air Force  
 Kinloss  
 Coningsby  
 Coltishall  
 Marham  
 Swinderby  
 West Raynham  
 Coltishall  
 Coltishall  
 Marham  
 Linton-on-Ouse  
 Burmese Air Force  
 232 O.C.U. Gaydon  
 Chivenor  
 Lyneham  
 Burmese Air Force  
 Burmese Air Force  
 Venezuelan Air Force

## CURRENT EVENTS



### No. 1 (A) WING

The past Winter term has seen many a change of face throughout the Wing. This not only applied to the apprentices with the reorganisation of Wings, but to the staff as well. The changes can in fact be stated to have ranged from the top to the bottom. At the top, Wing Commander A. A. Peddar, who has commanded the Wing for the past two and a half years handed over to Wing Com-

mander R. J. Palmer and departed down the Hill to Station Headquarters for temporary duties pending his departure to C.E.E. Porton in February. Looking back over the period when Wing Commander Peddar commanded the Wing, it has done extremely well both in academic results and in the sporting field. In the last year it is gratifying to see that No. 1 Wing won the B.K. Trophy for the third term in succession. His leadership and enthusiasm in all sports did much to enable the Wing to achieve their conquests. We take this opportunity of wishing him all success in the future.

Wing Commander Palmer took over just after the reorganisation of the Wings and arrived from R.A.F. Leeming where he was the Senior Technical Officer. Halton is not new to him, but he states there have been many noticeable changes to the apprentice way of living since he was last here as a member of the 21st Entry.

The new reorganisation was the major occurrence during the term. For some time it had been mooted that the "nine way split" organisation was to be replaced by Squadrons being identified by Entries and that No. 3 Wing would contain the three junior entries. Of the six 2nd and 3rd year entries, No. 1 Wing took the 86th, 88th and 90th. Entries, their Squadrons being Nos. 1, 2 and 3 respectively. As the 88th and 90th Entries had large numbers both Nos. 2 and 3 Squadrons had to expand to become three flight squadrons and this necessitated a general re-shuffle of blocks. The I.T.F. disappeared to No. 3 Wing and Blocks 9 and 10 became No. 1 Squadron, under command of Squadron Leader J. J. Miller.

When the reorganisation took place, Squadron Leader F. E. Clark (O.C. 3 Squadron) and Flight Lieutenant D. J. Taylor (B Flight, 1 Squadron) moved to No. 3 Wing and Squadron Leader J. S. J. Hamilton-Martin took over command of No. 3 Squadron, the 90th Entry. W.O. Cressey took over 1 Squadron, B. Flight temporarily from Flight Lieutenant D. J. Taylor.

The big move took place on Thursday, 22nd October and by mid-day all Apprentices were rehoused. With one exception, all Apprentices moved either to other Wings or internally, as flights were now associated with Trades. Our congratulations are extended to the one Apprentice in the Wing who retained his old bed space. This was B.A.F. 5130 Maign Hla of the Burmese Air Force.

Three new Flight Commanders came into the Wing, Flight Lieutenant W. T. Owen arrived from Ceylon and went to A Flight No. 1 Squadron. From S.H.Q. posts Flight Lieutenant T. E. Parry-Jones took over from Flight Lieutenant J. W. Henry, and Flight Lieutenant A. D. Cunniam went to B. Flight No. 1 Squadron. Just before Christmas Flight Lieutenant J. N. Dymond arrived from R.A.F. Sylt to relieve W.O. Cressey in B. Flight No. 2 Squadron.

As it may be of interest, particularly to Old Haltonians, the new Wing organisations at the change-over is shown below.

**O.C. No. 1 (A) Wing:** Wg.Cdr. R. J. Palmer, M.B.E.; **Adjutant:** Fg.Off. T. R. Morgan; **Wing Warrant Officer:** W.O. R. W. S. Carnhill.

**O.C. No. 1 Squadron (86th Entry):** Sq.Ldr. J. J. Miller, F.S. Dunkley; **'A' Flight (Afr.Inst. Elec.) Block 9:** Flt.Lt. A. D. Cunniam, F.S. Lewis. **'B' Flight (Arm.Eng.) Block 10:** Flt.Lt. W. T. Owen, Sgt. Carstairs.

**O.C. No. 2 Squadron (88th Entry)** Sq.Ldr. G. W. Spiers, M.B.E., F.S. Jervis. **'A' Flight (Afr.) Block 11:** Fg.Off. C. H. Davis, Sgt. Elliott; **'B' Flight (Arm.Elec.) Block 12:** W. O. Cressey, Sgt. McElroy; **'C' Flight (Eng. Inst.) Block 14:** Flt.Lt. T. E. Parry-Jones, Sgt. Low.

**O.C. No. 3 Squadron (90th Entry)** Sq.Ldr. J. S. J. Hamilton-Martin, A.F.C., F.S. Coe; **'A' Flight (Eng.Inst.) Block 13:** Flt.Lt. L. R. G. Swain, Sgt. Duffy; **'B' Flight (Arm.Elec.) Block 15:** Flt.Lt. G. Willis, Sgt. Meehan; **'C' Flight (Afr.) Block 16:** Fg.Off. G. P. Allen; Sgt. Bird.

**Wing P.F. Section:** Fg.Off. P. J. Cornaby, F.S. Ross.

Flight Lieutenant J. W. Henry left No. 2 Squadron in early October for an Air Traffic Controllers' Course at R.A.F. Shawbury, after having completed nearly three years at Halton.

Flight Lieutenant G. L. Wilkinson left the I.T.F. on its closing down and retired from the Service to take up an appointment with a firm in Darlington.

In November, Flying Officer P. J. Cornaby, the Wing P.F.O. was posted to R.A.F. El Adem for P.F.O. Duties, and is to be congratulated on his award of a Permanent Commission. His place in the Wing was taken by Flying Officer B. E. Morgan.

We wish these three officers all success in their future.

Among the N.C.O's, Sgt. W. J. McElroy, who arrived from Cyprus, was posted to B Flight No. 2 Squadron and F.S. Lewis joined A Flight No. 1 Squadron from R.A.F. Wilmslow.

In the Wing activities after the reorganisation it was immediately apparent that enhanced enthusiasm had come about, the Entries being associated with the squadrons. The resentment that prevailed amongst Apprentices at the time of the move was soon forgotten and it was not long before sporting challenges were being issued between squadrons. Despite the weather, the end of term saw several contests at Rugby and Soccer taking place on the sports fields between Entries. The end of term came with the room Christmas decoration competition, and from six very well decorated rooms in the Wing the prize was won by No. 2 Squadron 'A' Flight, Room 3 with their set piece Mount Everest scene.

The Wing's Christmas Dinner night was held on Monday, 14th December, 1959 and W.O. Hope and his staff are to be congratulated on the excellent fare that was provided. If noise and high spirits are any measure of success, then its object was achieved as the noise could be heard in Wendover. Following the meal a most entertaining night was held in the Apprentices' Club and apart from talented turns on the guitar and pipes, a successful Wing Draw was held with numerous prizes—and much comment.

The term ended with the departure of the 88th and 90th Entries on Tuesday, 15th December and the 86th Entry who supported the 85th Entry on their Graduation left the following day.

## No. 2 (A) WING

The autumn term has been characterized by a spirit of change within 2 (A) Wing, which has affected all aspects of the Wing activities. To command the Wing Wing Commander J. P. Ford, A.F.C. arrived from Pakistan where he was the Air Advisor to the High Commissioner. The staff join in wishing him a pleasant and successful tour at Halton. Wing Commander E. Stephensen left us, having spent two energetic years piloting the Wing through many improvements which will long remain with us. He will command the newly formed Junior Wing which should prove an exhausting yet rewarding challenge. The staff wish him every success in his new appointment, knowing that we, in turn, will reap the profits of this new arrangement.

Several changes in the Squadron staff took place with the Wing re-organisation. Squadron Leader Jenkins arrived to replace Squadron Leader Taylor who took up his new duty in No. 3 (A) Wing. No doubt the cross country and athletics' standard among the Junior Apprentices will soar under the influence of Squadron Leader Taylor's knowledge and enthusiasm.

Several new faces were welcomed among the barrack N.C.O.s. Flight Sergeant O'Neill arrived from Locking, Sergeant Grace from Wilmslow, Sergeant Hall from Weeton and Sergeant McEntree from Debden. All have quickly settled in to organising their particular charges with an energetic zest.

Several social evenings have taken place to help the staff to meet and get to know one another, and they have all proved both popular and valuable, and a better spirit of co-operation and understanding resulted.

The first pass-out parade since the re-organisation was carried out within the Wing. An immediate advantage was realised in having the whole Entry literally under one roof, making rehearsals and practices easier by far. Pass-out itself proved this point when the 85th put on a first class show in appalling conditions; their turn-out and drill performance were of an exceptionally high standard giving them every reason for satisfaction.

The Wing has settled down after the major upheaval of the re-organisation into Squadrons by Entries, and after the initial moans and groans everyone seems much happier and a fine spirit is growing up. We can look forward to a settled period of building and improving during the new term.

It was rather like an enormous game of Musical Chairs; the members of No. 3 Wing, Staff and Apprentices alike, stood by on that Thursday morning in October waiting for the piano to start playing, and wondering what would happen when the music stopped. Then came the opening bars: the Reorganisation was on.

## No. 3 (A) WING

Someone, of course, had to find himself without a chair when it was all over. We were sorry to see our C.O. Wing Commander Newman disappear from the scene in the general direction of Cyprus; the good wishes of all who had enjoyed his company, leadership and guidance went with him. Among the other Staff members who found fresh seats for themselves were Squadron Leader Hamilton-Martin, whose "lucky colour", we all hope, will prove to be red; Squadron Leader Jenkins, that indefatigable tourist who started out from Wales, arrived from Singapore, achieved parochial fame in Cornwall and has now called briefly upon No. 2 Wing on his way through to Ceylon; and Flying Officer Summers, who has also looked in on No. 2 Wing, before leaping into his Hunter again.

Into the vacant chairs came Wing Commander Stephenson, to command the Wing and to add finesse to the Staff soccer XI, and with him from No. 2 Wing, Squadron Leader Taylor and Flight Lieutenant Musgrove; and from No. 1 Wing, Squadron Leader Clark together with Flight Lieutenant Taylor. To the colleagues we lost on the deal, we again offer our thanks and good wishes, and, to the ones we gained, our salaams and co-operation.

The undoubted advantages and benefits of the reorganisation of the School into "Entries by Squadron"—and the adoption of the role of the Junior Wing were offset very slightly by

the loss of our senior Apprentices to the other Wings; at one end of the scale, there were many N.C.O. A/As among them who had helped tremendously in the business of running the Wing, and, at the other end, there were the inevitable comparisons between "the Devils know" and "the Devils you don't"—from both the Apprentice and Staff viewpoints!

And so it was very warming to see and feel the spontaneous gestures of regret made by the outgoing occupants of Maitland Area. We, in turn, hope that their present and future loyalties will always be as strong as those to the Yellow Ribbon: for if they are, the Service will reap the benefit!

The Junior Entries settled down quickly and painlessly into their new Squadrons and to their revised routine, and in no time we were back to normal—with pipes, drums, trumpets and all. The culmination of the first half-term's work under the new arrangements took the happy form of a crop of early promotions to the rank of Leading Apprentice from the 91st Entry, upon their transfer No. 2 Wing. A total of 31 Apprentices was selected to attend a

short N.C.O. A/A course, of whom 18 were promoted immediately to fill L/A/A vacancies at the outset of their training in the Senior Wing. Our congratulations to the successful candidates. Well done the 91st.

Another minor landmark in the history of the Wing is that, at the time of writing, the 94th Entry is due to replace the 91st in No. 1 Squadron after selection and induction at Royal Air Force Cardington instead of in the No. 2 Wing Apprentices' Club. Among those who welcome the arrangements are, doubtless, the Apprentices of No. 2 Wing!

Finally, the pleasure we felt about the promotion in the New Year of two of our stalwarts is tinged with regret that the recipients have been posted away from us. Squadron Leader Robinson, our P.F.O., has left the boxing ring in the Burnett Gym and set course for Aden, where he joins the A.O.C. in C's Staff, and Warrant Officer Hearn now keeps a watchful eye on haircuts at Royal Air Force Hendon. Into their jobs have come, respectively, Flying Officer Jenkins and Flight Sergeant Bettell; and the best of British luck to them both!

## HEADQUARTERS TECHNICAL TRAINING WING AIRCRAFT ENGINEERING SQUADRON

The Officer Commanding the Aircraft Engineering Squadron since July, 1957 has now retired to civilian life.

Squadron Leader Truscott joined the Royal Air Force as an Halton Apprentice of the 14th Entry, September 1926, serving continuously at home and abroad until his retirement in January 1956, and was, prior to his transfer to Officer Commanding Aircraft Engineering Squadron, a Squadron Commander in No. 1 Squadron's new works at Swindon. We sincerely hope that his long service training, and especially his last tour of duty here at Halton, will be a great benefit to his new career. He has our very best wishes for his future health and happiness.

The new Officer Commanding Aircraft Engineering Squadron is Squadron Leader K.

E. Chambers, to whom we all extend our cordial greetings, and wish him a successful and happy tour of duty.

Apprentice Wing. During his tour of duty at Halton he was an enthusiastic Officer i/c Apprentices' Cricket. One wonders how many changes he must have noticed in conditions etc. from his first "tour" here, to his last. Thirty-three years of development and change must have left a lasting impression.

The Squadron Leader has now taken up an appointment in charge of Apprentice Training Scheme at the Pressed Steel Corpora-

### AIRFRAME FITTER FLIGHT

The past term has seen a large influx of instructors to help cope with the ever-increasing

numbers of Apprentices undergoing airframe training. The following form the body of these, Ch.Techs. Sims and Foster; F.S. Gray; Sgts. Birchall and Patterson; Sen.Tech. Lorrimer; Cpls. Epton, Harper and Soulsby and Cpl.Tech. Phillips. We wish them all well and hope that they will enjoy working in their new surroundings. On the debit side, however, we have said our farewells, with thanks, to Ch.Techs. Hamer and Whitley, Sen.Techs. Taylor and Grantham and Cpl. Deane.

Early in March we will be bidding goodbye to Messrs. Bloomfield and Croft who retire from instructional duties after serving for more than fifty years between them. It is strange to reflect that the first airframes on which they instructed were AVRO 504 K's and Bristol Bulldogs. We do sincerely thank them for their long service and an echo to this comes back, we feel, from many ex-Apprentices in many parts of the world.

We congratulate the 85th Entry on a fine graduation result, which finally settled down to a 100% pass, as A/As Hurst and Taylor, who were a little below par during the examinations managed to get through after a short sharp revision.

The long awaited allotment of aircraft for the elementary airframe phase has materialised in the form of Provosts. These should prove to be a sound proposition for introduction into the ways of the aeroplane. We long now for the appearance of new aircraft to replace the Venoms, whose death warrants were signed many moons ago.

## ARMAMENT SQUADRON

The 85th Entry of Armament Fitters maintained the 100% graduation set by the 85th Entry and are to be congratulated on a very worthy effort. We are now looking to the 86th to complete the hat-trick, and to subsequent Entries to follow their example to make 100% graduations a commonplace occurrence.

Not a small amount of the credit for these results is due to the staff of the Progress and Revision Section which from small beginnings has developed to its present efficient state, aided and abetted by the rest of the instructional staff.

Finally we welcome the 94th Entry into our midst and may they find the training offered them to be interesting and stimulating.

## ENGINE FITTER FLIGHT

The Christmas term was completed in truly festive manner, the 85th Entry providing 100% pass out. This included one direct commission and three substantive Corporals; Good show. Also throughout their stay the 85th provided a good number of sportsmen of high calibre.

The winter term is of necessity a rather quiet one on the social side, and with the wrecking party working overtime, the shops took on a Nagasaki new look. This cold war now seems to have ended, with the installation of the new heating system.

Equipment for instructional purposes has been the subject of a new drive, with modernisation the main consideration.

An addition to the Halton Cymrodorian Society was made by the posting in of Cpl Thomas to the instructional staff. Staff losses were Sqn.Ldr. Truscott to civilian life, and Ch.Tech. Garthwaite to A.S.C. Training. We wish both of them all the best for the future.

A staff party at the local hostelry finished the term. A good time was had by all in spite of the loss of one 'Radio-active penny' which could not be found due to the loss of the Gieger counter.

We now settle down in an attempt to improve on the standard of pass out of the 86th Entry.

Ch.Tech. Little (late manager of the Progress Revision Section) is now doing his "stuff" for Trades Standards and Testing Section under Flt.Lt. Aviss. His relief and the new "driver" of the section is Ch. Tech. Hard. He has not yet qualified for his "whip", but we are sure that he will make a worthy successor.

New faces in the Armament Squadron include W.O. Pullen (ex 30th) from R.A.F. Shawbury and Flt.Sgt. Mahoney from Swanton Morley. We wish them a happy and successful tour in their new posts.

By the time this edition is published there will be many more "fresh" faces in our midst. The 94th Entry will be settling down into their new surroundings and, we hope, beginning to enjoy their new life.

To close we would like to deny the rumour

prevalent in the squadron that a certain Snr.Tech. is a direct descendent of Robert the Bruce, and that a Standard Eight belonging to same now knows its own way to the Melksham Trade Test Board. Congratulations to Snr.Tech. Andrews on passing the Trade Test Board at Ch.Tech. level.

## ELECTRICAL AND INSTRUMENT SQUADRON

### ELECTRICAL FITTER FLIGHT

This past term has seen the installation of a new heating system; a prospect which was faced with some anxiety. But, in fact, the operation was carried out with the minimum of distraction and inconvenience.

We have had the pleasure of welcoming five new members to the instructional staff: Snr. Tech. Atkinson from Australia, Snr.Tech. MacLean and Cpl.Cocker from Germany, Cpl. Checketts from Aden, and Cpl. Mosley from St. Athan. On the debit side we have the temporary absence of Sgt. Connolly who has gone to hospital at R.A.F. Wroughton. We wish him a very quick recovery. Many ex-Apprentices will be sorry to hear of the death of Mr. Burrough who spent many years at Halton as a Civilian Instructor, taking many phases. The principle subjects with which he was associated were Airfield Equipment, D.C. Machines, and Batteries.

Congratulations are due to Snr.Tech. Walker and Cpl.Tech. Cole on their recent promotions

This term the Apprentices' Progress Prize was awarded to A/A Maxwell of the 88th Entry who received a technical book. Junior entries are reminded that this prize is awarded each term to an Apprentice who has made good, steady progress during the first half of his training.

Development of the Section has continued and it will probably come as no surprise to learn that a padded cell has been erected in Bay 7. It is said to be a sound-proof generator test bay—but those who have done battle with the wide speed range circuit, or have seen the mighty padlock on the doors, will form their own opinions.

Finally I would like to echo the Instrument Fitter Flight comments on the Squadron Dinner

and Dance and thank those concerned for an excellent evening.

### INSTRUMENT FITTER FLIGHT

Over a relatively short period there have been several changes in the executive staff affecting the Flight, and naturally the teaching staff has had to adapt itself to new ideas and plans. We all now appear to be settled down again and getting on with our instructional task.

During the term we note the departure from our midst of the Progress and Revision pioneers, F.S. Walpole and Mr. Watkins now serving in the "Cardboard Kingdom" at the bottom of Bay 6 and much of their "findings" are communicated by the internal telephone to the 'nerve centre'.

Congratulations to the instrument fitters of the 85th Entry on all graduating successfully and also to the staff who made this feat possible. We also take this opportunity to congratulate Mr. Watkins on being awarded the Coates Memorial Prize (1958-59) at Watford Technical College in connection with his H.N.C. Electrical Engineering studies.

We welcome two new arrivals to our staff, Sgt. Walmsley from R.A.F. Marham and Cpl. Monk from Germany and also Sgt. Wood on his return to us from detachment to R.A.F. Kinloss.

Our former W.O. will be very happy to hear of the marriage of Cpl. "Tête" Colbeck and may we also add our best wishes to the couple. Bachelors are fast become rare in the Flight, but having one by name, at least for a while they won't become extinct.

Rumour has it that the flights "nomads", Cpls. Owen and Crossan have now pitched tents in the "Cooks' reservation", but we have

heard that there is a "fair" reason why one of them will shortly be limited in his wanderings.

The Electrical and Instrument Squadron's Dinner, Dance and Christmas Draw held at the Bull's Head Hotel, Aylesbury, was well organised and very much enjoyed by all who attended. Our sincere appreciation goes to Sen.Tech. Byron and Sgt. Taylor, both of the Electrical Fitter Flight, whose efforts did so much to make it the success it was. We do

sometimes harbour suspicions in connection with our sister flight, but we all felt on this occasion, that Sgt. Taylor's embarrassment at winning so many of the draw prizes, was quite genuine.

The 86th Entry are now at the Airfield consolidating the knowledge imparted here in the Workshops. We wish them every success in the coming Finals.

## AIRFIELD TRAINING SQUADRON

The crocodile of Apprentices trudging unwillingly to the airfield has disappeared. Former generations of Apprentices will no doubt be horrified to learn that the omnibus now transports the senior Entry to its final phase. Ex-members of Nos. 1-15 Entries will of course, remember that they too, had transport. But that was different. They had Leyland and Crossley trucks—and **they** had to stand.

Whether this new move is the prelude to some future Entry having graduation march past whilst seated in a hover craft remains to be seen. However, despite die-hards deploring this modern softness, time has been saved in getting rid of that soul-destroying march (???? four times a day and this saving has now been transferred to the classrooms. In consequence the torture of the packed lunch has gone and a more conventional repast is enjoyed at lunch time by the 86th Entry.

### 1984

This is not the only modern trend at the airfield. The 86th Entry on arrival found themselves under the control of the Airfield Control Centre. Here will be found all the impedimenta of modern management. Charts on walls show that each day is itemised, each instructor located, each aircraft is charted, classrooms are mapped, instructional subjects are broken down, numbered and noted, and from all this order even the most elusive Apprentice can be found with bewildering speed, from any corner of our muddy acres. Throughout the beginning of 1960, through rain, wind and snow, the control has efficiently justified its existence (if only someone had thought about heating this place!)

However, this self-appraisal of the airfield has saved time, and brought a more useful and streamlined instructional technique. Progressive servicing which is taught and practised in No. 3 hanger is the biggest example of this. The airfield Control Centre is definitely here to stay. Indeed a hanger intercommunication system and tarmac walkie-talkies have been talked about. Perhaps a closed circuit television will supervise the 186th Entry to make George Orwell's statement a fact.

### Bricks and Mortar

W.O. Anderson's demolitions have virtually ceased. No doubt he has been overawed by No. 5003 Squadron who are still lading tons of concrete on to our hard-standing extensions. When this job is complete we shall at least be independent of the vagaries of our weather and a very soft-surfaced aerodrome.

Whilst all these improvements have been taking place no progress was made in the painting of the hangars. The present colour is off-black, and this offended our late O.C. on his arrival in 1958. Despite two years war with A.M.W.D. he was unable to get the colour changed to green, and at his farewell party he admitted this as being his worst failure. However, time has played the trump card. As Sqn.Ldr. Newman departs, large areas of the offending black are flaking off to show that at least the hangars themselves were in sympathy with a change.

The fate of the museum, a project of Sqn.Ldr. Newman and Snr.Tech. Bowyer is in the balance. Its structure, the oldest building on the airfield is scheduled for demolition. Let us hope a reprieve is granted.



## THOSE DAYS - THOSE DAYS

In the very early hours of a bleak, cold wintery December morning in the year 1939, the 13th day to be exact, a column of sleepy-eyed individuals with feet like lead, marched from the Halton barracks to the railway station at Wendover. The column, enthused with the knowledge that they were now ex-apprentices, were closing the door and departing from a training session designed to inflict the highest technical skill into the minds of all who successfully pass muster into the realms of No. 1 S. of T.T.

This was of course, just one of many contingents to pass out from Halton over the years and the only reason I mention the above squad is simply because I happened to be one of them. Most Entries have terminated their stay with much pomp and ceremony, while others moved out with little or no ceremony just as we did. The Halton archives will probably show that the 35th were the only Entry to vacate the premises without going through the traditional final examinations.

Most Entries invariably leave their mark at Halton in some form or other, either for their sporting activities, their high standards, an infamous act or two, or just by carving their Entry number on an often used door. I don't really know what outstanding achievement my Entry was famed for, as right at the very end the vigilance of the reinforced Officer's and N.C.O's prevented the obliging 'brats' from performing a face lifting act on the wing buildings and administering a new look on the gun and flag pole.

When eventually the release date rolls around and you make your way for a further Entry, you summon up all the courage at your disposal, focus your thoughts on the future and simply refuse to be saddened with thoughts of the past. You conjure up ideas of what your first operational unit will be like, how you will be received into the Royal Air Force proper, if you will ever again 'get fell in' with any of the company you paraded with at Halton and probably most important, what parts of the universe you will cover during the course of your service career.

It's only when the future, ably abetted by the dexterous hands and minds of the Records personnel, has taken care of itself, that you really think of the past and especially when old Haltonians get together the past is ultimately Halton. Many hours are then spent idly recalling the numerous incidents that took place during those days of apprenticeship. The fault may be placed firmly on human nature, but very rarely do the working aspects of the school creep into the conversations, even though that is the primary reason for being there.

One of the most poignant memories that I have, took place the day before we 'passed out'. One of our wing sergeants laden with an old and heavy gramophone, struggled up two flights of stairs and delivered it to our room. We disliked the ugly-looking thing and had no use for it, but the three striper gave us one of those dramatic poses and said 'Watch it'. We could not make up our mind whether he meant watch the gramophone or watch our behaviour, so when he returned to the exterior of the building he was met once again with the same old hunk of iron sitting nicely in the middle of the green that surrounds the barrack block. Slavering like a dog in a 90 degree temperature, the Sergeant, fully equipped with music box, covered the two flights of stairs and with force placed the object of distraction in the middle of the table. When he got his second wind he pleaded "Please lads, not again, you nearly crowned the C.O." It turned out he was quite correct, so what could we do—we sold it to a junior entry for sixpence.

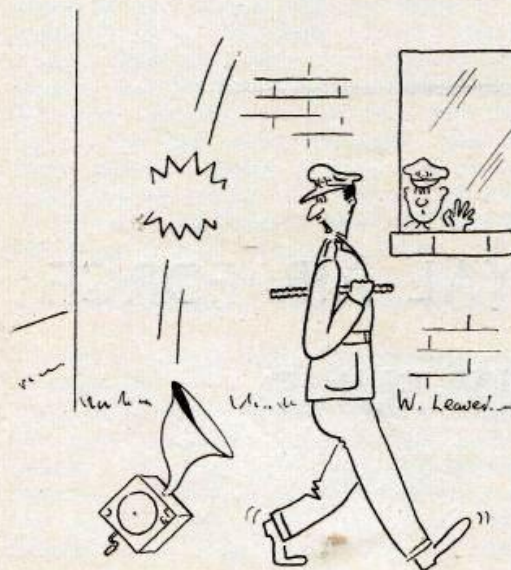
We remember how proud we were when we were awarded our smoking pass, and how forlorn we were when it was later revoked. How we took part in the mammoth rugby scrums in an effort to enter the camp cinema through an entrance that would only permit single file entry. Those record breaking dashes to the mess hall counter for "seconds" after "Any Complaints" had been called; except when the menu read 'Saveloys and Pease Pudding,' for if anyone had the nerve to scoff a double helping of that stuff he was likened to the proverbial gannet.

We recall the first day's "Jankers", the

Barber shop duo, namely 'Sweeney Todd' and 'Tweeny Sodd'—Sweeney being six foot and Tweeny four foot six; the daily 6.30 a.m. P.T. jaunt; the one night per week of barrack room sports; the many miles we marched back and forth to the aerodrome course and many other topics, some of which are undoubtedly practiced in the present day and age.

We now feel very much for the S.P. who, with eagle eyes espied billows of smoke erupting from the rest room outside the workshops. The unfortunate one entered from one end of the building and emerged a few minutes later from the opposite end without a single name for 252 action, but minus his wrist-watch. Also the P.T. instructor who ordered his squad to a field on the Chiltern Hills for a stone-picking fatigue, only to arrive later and find himself a lone wolf. Well, everyone mistook the field. I'll bet those stone are still lying on the hills.

Such acts of devilment, were generally regarded by the junior populace as just a diversity from the daily routine of rigorous procedure that was pre-eminently Halton. This is not meant to imply that petty misdemeanours are a necessity to the morale of an Apprentice, on the contrary, they are not profitable. For all unfortunate slips, the piper must be paid and we all know who pays.



As previously stated, the foregoing is predominantly the type of subject under discussion when reminiscing over Halton, but tucked away in the back of everyone's mind is certainly the fact that the quality of the training received and the interest put into the studies has been for Old Haltonians and will be for the present A/A's, the main factor in their future progress. The vital importance of such training is not only reflected in the achievements of many 'ex-boys' who have made and who are now making the service a life long career, but also in the positions held in civilian life by others who have discarded the blue uniform for a striped suit. The training can only be described as second to none while the interest and tenacity of purpose falls squarely on the shoulders of the individual.

Many of the 'leading lights' of the Royal Air Force are ex-apprentices in all ranks and trades and conversely many of the supervisory staff of the aircraft industry owe their positions to the background they received at the R.A.F. schools of technical training.

The ingenuity of man, over the years, has brought about many varied and sometimes frightening changes in the field of aviation and rocketry, and in accordance with these modernistic ideas, so must changes be made in the training programmes at all training establishments. For example, the antiquated out-moded method of rigging as used on the old-fashioned bi-planes, although of supreme importance twenty and more years ago, has now given way to the more modern and probably less complicated ideas necessary for rigging present-day aircraft where flying and drag wires are very very rarely if ever encountered. Some old stagers will say that flying in the old contraptions was really flying.

Never-the-less, at Halton as at all training centres, the basic principles must still be taught. The use of tools and instruments, the qualities and behaviour of metals, hydraulics, pneumatics and other all-important courses, not forgetting the much needed Theory of Flight. It should always be borne in mind that 'lift over weight and thrust over drag' will not only elevate an aircraft but can do likewise to all who centre their sights on a successful career.

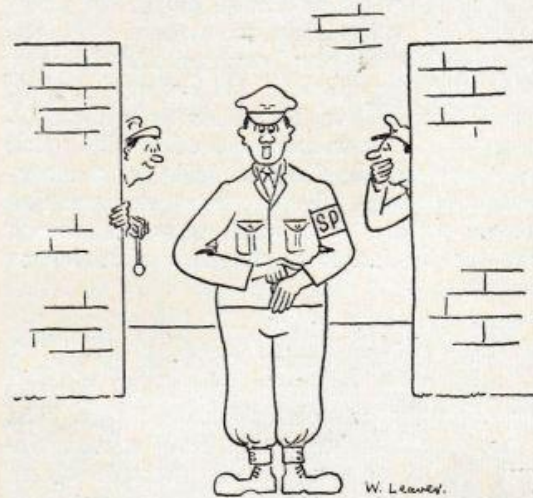
Unfortunately in most Entries there are always a few who fail to appreciate how such

training can be beneficial in the years to come and misguidedly decide to ease their way through and just take whatever happens to come their way. The folly of this is later realized, but too late. They are certainly in the minority, but surely it would be much better if failures did not materialize.

My service career came to an end in 1952 and my further wanderings brought me to Canada, where I had the pleasure of meeting up with many Old Haltonians, some of my own Entry. The majority are employed with the aircraft companies or with sub-contractors producing aircraft equipment. We often get our heads together and re-live past experiences.

Here in the Toronto area we have a club bearing the title of the Canadian Association of ex-R.A.F. Apprentices which has been in existence for a few years now and comprises 96 members. Sixty-two of the members are Old Haltonians and are actively engaged as Aircraft Designers, Engineers, Aerodynamists, Stress Analysts, Inspectors and also as Sales and Service Representatives, Service Analysts and Technical Authors. There are others employed by firms manufacturing equipment other than that used on aircraft and holding down some very useful positions.

On behalf of the President and all members of the club, may we extend a warm welcome to all ex-Apprentices, or for that matter, all ex-servicemen of long standing who, either of their own volition or in the course of duty, find themselves on this side of the 'pond' and in our area. Contact can always be made with Mr. F. Hayes, 17 Boyd Avenue, Weston, Ont. The phone number can be obtained from the Weston Telephone Directory.




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