

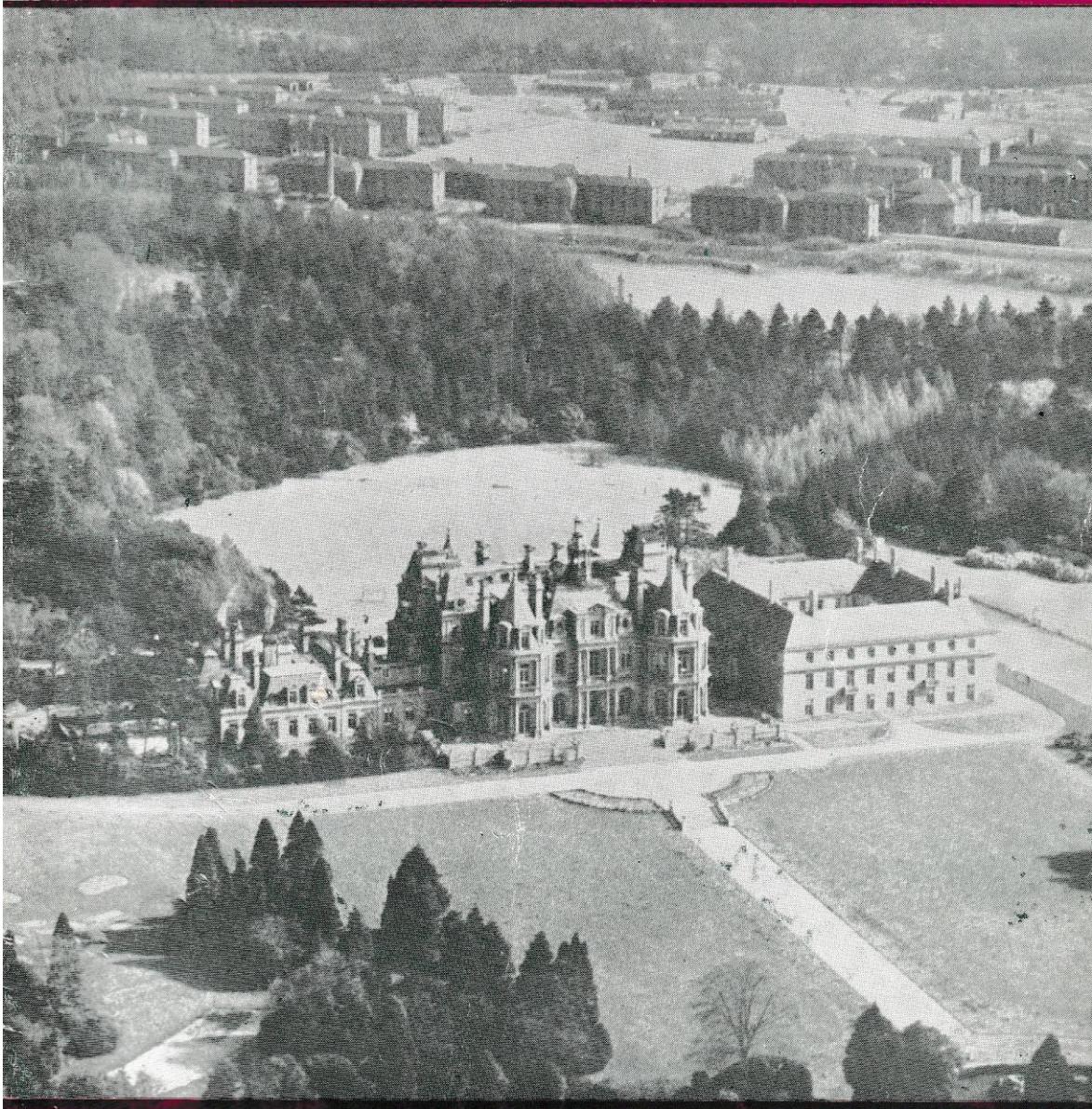
The Haltonian Magazine

50 Edition

Summer 1948

(Scroll down)

THE HALTON MAGAZINE



SUMMER - 1948

**ANOTHER
NEW
ENTRY
ARRIVES
AT
HALTON**



The Photograph shows them being fitted for new uniform by Mr. LEE, the Station Tailor, who sends felicitations to all ranks who have passed through Halton since 1938

Note—Your civilian wants can be attended to at my branch shop at

T. LEE

179a Cambridge Street
- - Aylesbury - -

RE
HALTON



MAGAZINE

SUMMER - 1948

EDITORIAL

In presenting the Summer, 1948 number of the *Halton Magazine* we should like to thank Halton contributors for their response to our call for copy, whether in the form of articles, sketches, photographs, poems or reports. Keep it up and above all start work now for the Xmas 1948 magazine. In particular we owe a continued debt of gratitude to Section Officer J. L. Bishop for her versatile literary efforts and to Sergeant Gainford for permission to include yet one more story from his ready pen.

The high lights of the period under review include a visit on 20th February, 1948, by the Secretary of State for Air—the Rt. Hon. Arthur Henderson, K.C., M.P., accompanied by the Air Officer Commanding-in-Chief, Technical Training Command—Sir Ralph S. Sorley, K.C.B., O.B.E., D.S.C., D.F.C.—and the Air Officer Commanding, No. 24 Group—Air Vice-Marshal L. G. Harvey, C.B. The Secretary of State for Air was preceded on 2nd February by Mr. Thomas, M.P. for Cardiff Central, who was concerned with educational activities under the General Education Scheme and the Apprentices' Training Scheme.

Another notable event, on 23rd February, 1948, was the visit to Halton of His Excellency Mr. Mohsen Rais, Iranian Ambassador.

To the January, 1948 (58th) Entry—wearing berets—we offer a hearty welcome. Whether this new form of headdress offers equal variety in individual methods of wearing as the field service cap, remains to be seen, but it would appear to be less likely to fall off at critical moments. We also welcome the May, 1948 (59th) Entry, now settling in. Their claim to distinction is as yet unknown but we feel sure they will not let us down in the critical times ahead.

To Wing Commander H. Kershaw, O.B.E., we say "Goodbye and Good Luck" on posting. As Senior Administrative Officer he has carried the cares and problems of the Station on his very capable shoulders.

To Flight Officer R. F. C. Morrogh-Stewart, Senior W.A.A.F. Administrative Officer, we also say "Good-bye" on retirement. It is gratifying to know that her proved capacity for genuine service will find full scope in her new civilian appointment.

We are honoured to be able to include in this number of the Magazine a portrait of, and a message from, Air Chief Marshal Sir Roderic M. Hill, K.C.B., M.C., A.F.C., A.D.C., Air Member for Technical Services. His retirement from the R.A.F. leaves us at Halton with the feeling of the loss of a personal friend and his speech on the occasion of the Passing Out of the 47th Entry of Aircraft Apprentices on 31st July, 1946, will long be remembered.

We offer to Air Vice-Marshal R. O. Jones, C.B., A.F.C., sincere wishes for a speedy and lasting recovery from his serious illness. During the comparatively short time he was Air Officer Commanding, No. 24 Group, we learned to appreciate his high ideals and sympathetic but practical understanding of our aims and problems. His successor, Air Vice-Marshal L. G. Harvey, C.B., when dealing with Halton affairs will doubtless recall his own early days on the Station.

THE FIFTIETH ENTRY



PASSING OUT PARADE

Speech given by

AIR MARSHAL SIR RALPH S. SORLEY

K.C.B., O.B.E., D.S.C., D.F.C., Air Officer

Commanding-in-Chief, Technical Training Command

On the occasion of the Passing Out of the 50th Entry of
Aircraft Apprentices on 10th March, 1948.

“Air Officer Commanding No. 24 Group, Air Vice-Marshal Harvey, Air Commodore Titmas, Group Captain Mutch, Apprentices, Ladies and Gentlemen,—It has given me great pleasure to have been Inspecting Officer of the parade we have just witnessed. For the benefit of parents and visitors—whom Halton is so pleased to welcome today—I would like to remind them that the whole ceremony was under the command of Sergeant Apprentice Meadows and all units were in charge of other N.C.O. apprentices—and an excellent job they made of it.

“In these days it does everyone good to see a team of this size work so well together, with unity and precision, to produce such a good result.

“I hope that the good training you have received here at Halton has instilled in you an unshakeable belief in your Service, as well as in yourselves. Just as the name of Halton has become

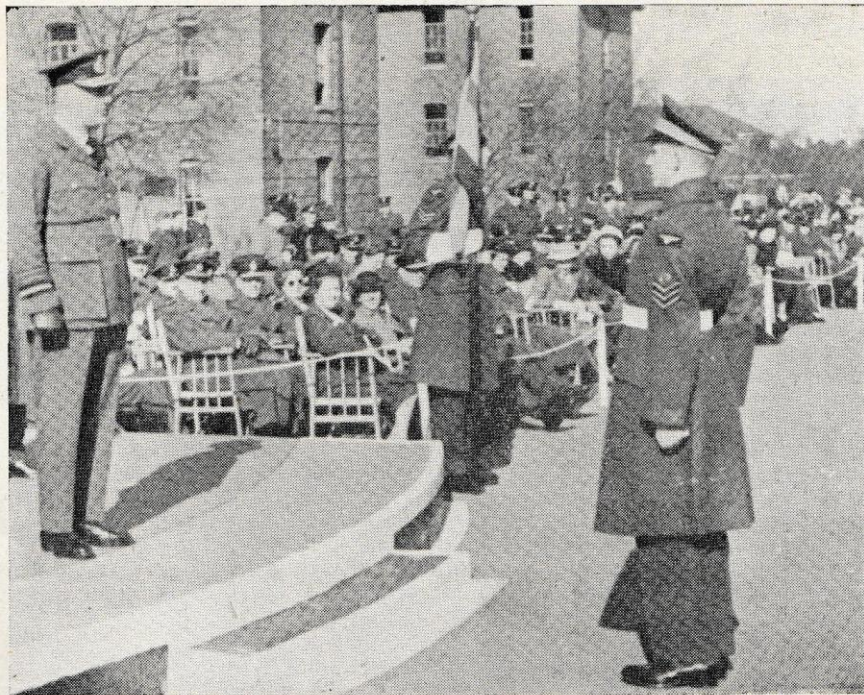
a by-word of the best in the Royal Air Force, so has the Royal Air Force itself become recognised as the first line of defence of this country and the Commonwealth. We have built up our reputation in 30 years, having shouldered progressively heavier responsibilities until now we face still greater ones for the future.

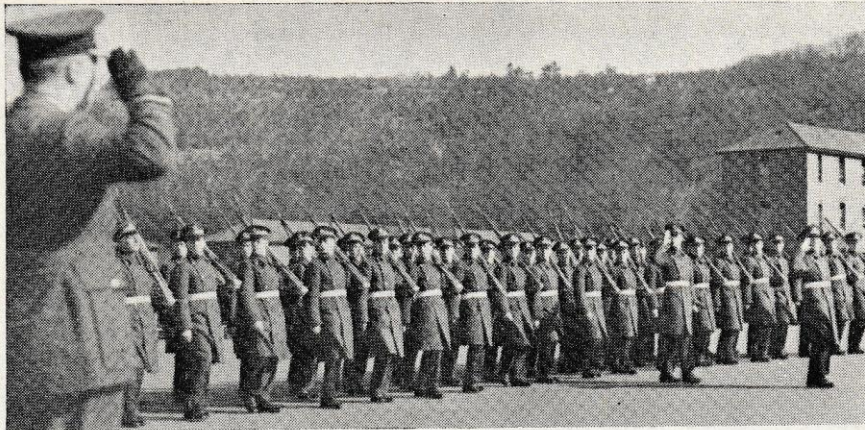
"The need for unity, and the strength which that builds, was never needed more than now. If one faces the facts of the world situation, the saying "United we stand, divided we fall" was never more true. And national unity begins with individual belief in himself, his Service and his Country. Such a belief is not one easily led astray by catch-phrases and propaganda. It is one which is governed by good judgment and adheres to right as opposed to wrong.

"I am a great believer in knowing what one is up against and as a little piece of homework, I would commend you to read "English Saga," a very readable book by Arthur Bryant, which will tell you your birthright over the past hundred years: and if you can still find it, an article on the fourth page of the "Daily Telegraph" of March 8th which will help to explain something of the future.

"From the former you will see how our history has been one long struggle to improve. In many instances improvement has been prevented by selfish interests, and slow in coming anyhow. But in the main, England cannot be held to be unprogressive, and more recently the part which the Royal Air Force has been able to play has had great effect in so short a time. Remember it is not yet fifty years since powered flight was first attempted, yet today aircraft encircle the world as a normal commercial service.

"Many of the routes across seas and deserts are due to the early pioneering flights of the Royal Air Force during the years between the wars. The improvement of the aeroplane and its means of propulsion—from the days of "stick and string" when a

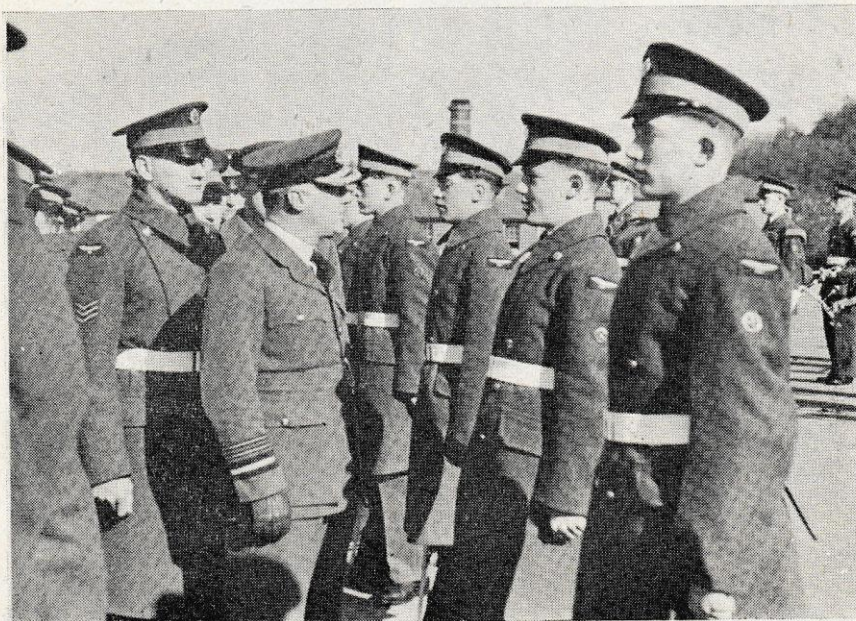




forced landing due to the unreliability of the contraption was more frequent than not—to the very high-speed jet-propelled scientific apparatus of today, has been largely made possible by the Royal Air Force.

“And so it will go on, for within reach are new fields to conquer in the supersonic range of speed above about 700 miles an hour, and in this direction of technical advance some of you, like Whittle, may play a distinctive part.

“But in spite of this rapid advance it is perhaps wise to reflect that the fundamental thing required in all these complex technical achievements is reliability. None are any good unless you can count on them working. I expect most of you know that the principles and theory of the gas turbine are not new and were known about 1880 or so. What has taken most time to overcome has been to find materials which will stand up to the heat generated. In other words reliable metals. Once those were found the gas turbine forged ahead.



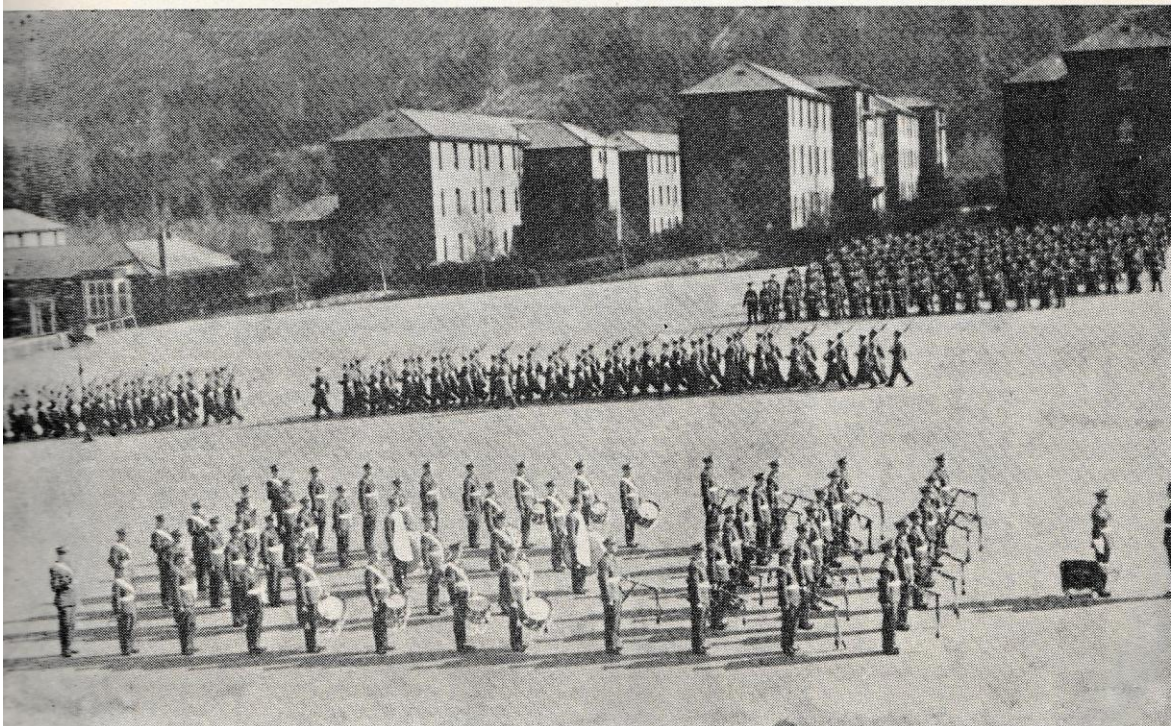
"If that is true of things mechanical it is equally true of things personal and I believe that individual reliability in everything is fundamental to a great Service, and a greater Nation; and I am sure it is essential to withstand the heat and stress of whatever the future may hold for us.

"Your responsibilities are going to be great, and your equipment is going to be novel and complicated and from now on you must learn by experience. In this my tip to you is to use your eyes and your ears continually, for through those is your way to advancement. One learns most by observation.

"But just as those from Halton before you made possible the great Royal Air Force of the last war, so I'm sure you will play your part to make possible the Royal Air Force of the future, and I wish each one of you every success in the life of your choosing.

"The achievements of yesterday are many. The Royal Air Force has won speed records and long distance records against world competition, and will do so again without doubt—we have operated in Arctic and tropical climes where our native sense has always found the way—we have learned new techniques in radio, radar and bad weather flying, which have set new standards and defeated others in the race—and above all we have developed a spirit of the Service which has achieved the impossible, and must continue to do so.

"The Royal Air Force is still considered young, although 30 years have passed since its inception by an amalgamation of the Royal Flying Corps and the Royal Naval Air Service, yet I believe it has adopted an outlook and viewpoint of its own which is gradually becoming a national characteristic. That new spirit is yours to carry forward, to safeguard from cheap and thoughtless exploitation, and to build on and develop."



POLISH APPRENTICES

Halton's tradition and achievements are widely known in the world. Halton has its place in the life of the British Commonwealth. Last year one more notable event was added to the history of No. 1 S. of T.T.

At the Passing-Out Parade on 30th July, 1947, beside the 49th Entry marched the 1st Polish Entry, consisting of 136 Apprentices, and with the 50th Entry on 10th March, 1948, passed out 31 Apprentices who had successfully completed their training.

How it happened would be rather a long story, partly told in previous issues. One thing is certain, the time spent at Halton was not wasted. This is proved by the final results for the two Polish entries, whereby all candidates passed the examination:

- 7 Apprentices completed training with classification L.A.C.
- 81 Apprentices completed training with classification A.C.1.
- 79 Apprentices completed training with classification A.C.2.

These results could only have been achieved in the atmosphere of hospitality and understanding surrounding the Polish apprentices from the very beginning up to the end of their training. Therefore the period spent at Halton will not be forgotten. Their sincere and deep gratitude towards the British nation has been expressed by the planting of Birch trees along the road where they have marched during the last four years. In addition a commemorative plaque has been placed on Block 9, inscribed "Polish Avenue," which was unveiled on 21st June, 1947, by the Station Commander, Air Commodore J. F. Titmas, C.B.E.

No doubt during their training and later, the Polish boys encountered more difficulties than their British comrades, and shortly before the Passing-Out Parade they had to solve a very difficult problem regarding their future. In the present political situation of Poland the majority have decided to stay abroad instead of returning to their own country. One hundred and two of these boys enlisted with the R.A.F. for five years, the others will either emigrate or be absorbed into industry. Five returned to their parents in Poland.

On 12th March, 1948, the Polish Apprentices' School was disbanded. On leaving the Station I would like, on behalf of all Polish personnel, to thank the Air Officer Commanding and all at Halton, for their hospitality and assistance during training.

H. Wirszyllo, Sqn. Ldr.
Officer Commanding,
P.R.C./R.A.F./Unit
R.A.F. Station, Halton.

Station Flight

Squadron Leader Leslie, D.S.O., A.F.C., arrived on 11th December, 1947, to take over from Wing Commander P. S. Davis, O.B.E., and under his command Station Flight is continuing its good work and endeavouring to keep the App/Air. air minded.

The Dominies went out of service and were replaced by Ansons Mk. 10. These aircraft, together with the old faithful Tiger Moths, have been pounding the circuit daily.

Weather during the period was exceptionally good and a large number of flying hours were completed.

Several of the Wing G.D. Officers pressed on relentlessly and mastered the types of aircraft in use at Station Flight.

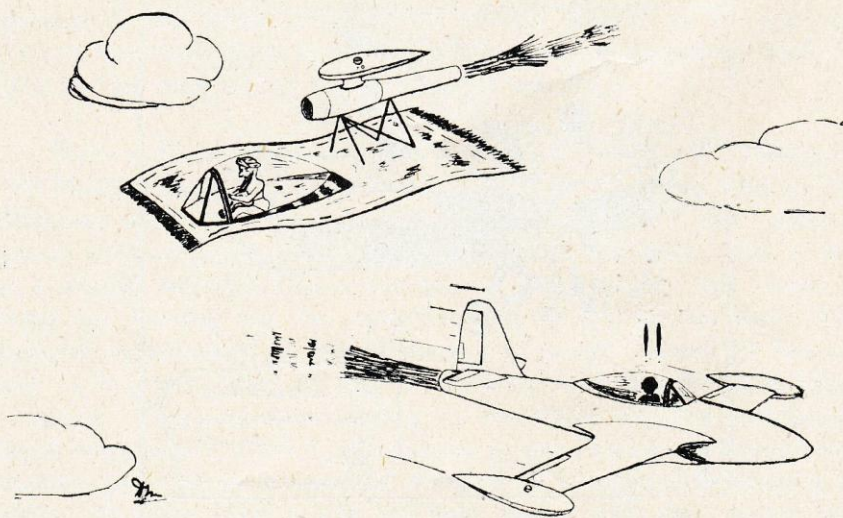
Serviceability was good, due to conscientious work by the ground staff which is still steadily being depleted by personnel proceeding on release.

Several of the airmen put up a good show in the soccer world and Cpl. Gumbrill represented Station Flight in the Station Football Team.

Fg.Off. Barnes of Glider Flight was posted to Transport Command, and is now flying Yorks on the Singapore route.

This Officer's Duties have been carried out by Fg.Off. Keeling who joined this Unit from Flying Training Command.

J.E.F.



WING NOTES

No. 1 Apprentice Wing

Since the Passing-out Parade of the 49th Entry and division of the three entries between Squadrons, carried out soon after summer leave, the Wing has pursued its normal course without interruption throughout the winter months.

Soon after Christmas, Warrant Officer Lewis, the Goat Mascot of Halton, was informed through the usual channels that he had 'had his time and that he must hand over his duties to his yearling successor Lewis II. The handing over took place on the Wing Parade Ground under the fire of a battery of Press Photographers; in spite of this he acquitted himself well and walked away in his 'demob' suit with the dignity which has marked his every public appearance during his career in the Service.

The wing was honoured by a visit from the Secretary of State for Air, The Rt. Hon. Arthur Henderson, K.C., M.P. on 20th. February, when he commented favourably on the representative places inspected.

On 10th. March, the Wing parade ground was, once again, the scene of a Passing-out Parade, this time that of the 50th. Entry. (No. 3 (A) Wing).

On this occasion the Guard of Honour for the Inspecting Officer, Air Marshal Sir Ralph S. Sorley, K.C.B., O.B.E., D.S.C., D.F.C. Air Officer Commanding in Chief, Technical Training Command, was drawn from the 51st. Entry. Encouraged by the exceptionally fine weather a large number of distinguished guests, parents, and visitors were present for the parade and later on the playing fields to witness the inter-wing sporting events held in connection with the Barrington Kennett Trophy.

The 51st Entry is preparing itself for the final tests of the course, namely the Final Schools and Trade Test Board examinations which can mean so much to each individual. Very shortly the new 59th. Entry is expected to arrive in the Wing, it being the third entry to enter Halton within the past twelve months in accordance with the expansion programme.

During the period we have been pleased to meet, and receive letters from a number of ex-48th. Entry airmen; they all left St. Athan on 4th March on their first individual postings—we wish them good luck and happy stations.
H.M.S.

No. 2 Apprentices Wing

The re-organisation of entries among Squadrons on a trade basis has achieved its primary purpose—the fostering of a Squadron spirit—and competition between Squadrons is made keener by each one having a more balanced make-up of 'old sweats' and 'rooks.'

The 52nd. Entry have passed the midway mark in their training at Halton and should be beginning to see the light—it is now up to them to make the best use of their time before Schools Final Examinations and Central Trade Test Board. We are convinced

that they have it in them to produce the goods and look to them to pass out with distinction when testing time comes!

The 54th. Entry are now in the difficult 'mid-channel' period when they begin to wonder if they have done the right thing in joining the Service—we can re-assure them—they have! The training offered at Halton is the best possible for entry into the finest Service in the world. This Entry has produced some outstanding figures in Apprentices' sporting circles. It would be unfair to mention any particular names, except perhaps that of App/Air Curl who has won the Inter-Services Boxing Association's Bantam weight title and App/Air Howley who has represented the Bucks and Berks Soccer League—a great honour for one so young.

The 'babes' of the Wing—the 57th.—are settling down well and should produce some very good material for the service at a time when quality is of paramount importance. Some of them are known to have been pretty desperate by the end of their 'basic' training, but are going ahead well. (We wonder if they realise how fortunate they are in having only basic training to worry about instead of basic petrol!). They too have some fine athletes and sportsmen and it is known that a well-known figure in the Wing, who may be seen on most Saturdays in a sweater and armed with bucket and sponge on the touchline of various football grounds, is very happy about the prospects of his future Soccer teams. He denies most strongly that he has been made a very attractive offer by Chelsea!

The Wing upheld the honour of the Station in the Sigrist Trophy during February, when we were most unfortunate to lose to Cranwell by the odd bout in a series of hard fought encounters. It was refreshing to see boys mixing it, because we feel that the 'noble art' is a great character builder—although the character who led with his chin and stopped a straight left may have his doubts!

Some of the 52nd. Entry are beginning to champ a bit in their anxiety to get into aircrew service in the Royal Air Force. This is the most natural thing in the world, but they are advised to curb their impatience and concentrate on the job in hand—that of becoming proficient tradesmen. It is the best possible background to a successful flying career. Perhaps we may illustrate the point.

We knew a Squadron Leader in the early days of the war (or fairly early!) when Stirlings were the latest things in 'heavies.' This Officer was Halton-trained and it was not in the least unusual to see him stop an engine if he did not like the sound of it prior to taking off, remove the cowling and dive into the mass of machinery, armed with a King Dick spanner and screwdriver, replace the missing revs., start up and take off.

At the other end of the scale we have the flying type who set off across the North Sea full of enthusiasm and a four thousand pound bomb. About two hundred miles out, somewhere off the North coast of Germany, an oil temperature gauge failed. He afterwards said that the oil pressure was right and the fan of that particular engine continued to turn at the appropriate rate and, as far as he knew, in the right direction. However, he decided that home was the place for him and looked for somewhere to throw the big bomb. Seeing a light on the water below he threw the bomb at it, and his face was very red when he later learned that the light had been an identification flare shown by a British

submarine! Fortunately, his bomb-aiming knowledge was as sound as his knowledge of engines and instruments. Had he been Halton-trained, what a different story might have been told!

We have had a few changes in the staff in the Wing. Wing Commander E..C. Badcoe D.F.C. has taken over command from Wing Commander Dottridge D.F.C. (now at Air Ministry). He shows a keen interest in the welfare of his staff and the Apprentices in his care and has the happy knack of getting the best out of people. He came to Halton after a distinguished war career, the culmination of which was a period spent in Sardinia, the largest and most beautiful of the islands in the Mediterranean, where he was virtually 'King' of the island, having under his jurisdiction three Italian generals. Frankly, we are jealous, having seen some of these flamboyant creatures through barbed wire in Germany during the war; perhaps we should say in all fairness that we were on the wrong side of the wire—the inside—and viewed everything, even Italian generals, with a somewhat jaundiced eye. Anyway, we hope that the splendour of Pimple Hill compensates the Commanding Officer for the loss of snow-capped mountains of Sardinia.

Flt.Lt. V. H. Searles has taken over 'A' Squadron from Flt.Lt. C. F. Fennell D.F.M. who has been posted to his native land, where he is engaged in recruiting Scots lads into the Royal Air Force.

The Wing Warrant Officer is reported to be taking a little light nourishment after the black-out he suffered when asked by some aero-modelling enthusiasts if they might fly their model aeroplanes on the square.

Who was the N.C.O. who, on being asked by an Apprentice if he had a Bradshaw just before he went on leave, searched his nominal rolls for ten minutes before giving a negative reply?

We extend our sympathy to the N.C.O. who, when he was trapped in bed at eight o'clock in the morning by a ferocious prowling beastie, suddenly contracted a violent bout of malaria, which left him bereft not only of speech, but, when he had managed to dress, of a shirt also.

The musically-minded members of the Wing will be delighted to hear that we now have among us the 'King of Jazz.'

50th Entry Cadetships.



Names l—r. Top Row: Cpl/App/Air Grose, T.N., Sgt/App/Air Strickland R.
Bottom Row: Cpl/App/Air Milne, W. C., Ldg/App/Air Broad, R. J.,
Ldg/App/Air Staley, R. V., Sgt/App/Air Meadows, J.

No. 3 Apprentices Wing



Since the last edition the Wing has changed appreciably in its composition. In January the 58th Entry arrived causing the temporary setting up of "C" Squadron. They have soon settled down and show promise of being a fine entry. It is worthy of note that this entry was the first at Halton to be

issued with berets in place of the now obsolescent field service cap.

Preparations for the passing out of the 50th Entry coupled with the arrival of the 58th Entry threw a heavy load on the Wing staff. The Wing, now, however is back to normal.

The passing out parade of the 50th Entry was held on March 10th, details of which are reported separately in this Magazine. The staff of the Wing would, however, like to put on record their appreciation of the contribution of the 50th Entry to the formation of the Wing and also their congratulations on the splendid way in which the Entry carried off their parade.

With the 50th Entry departed, the wing is now back to a two Squadron basis, each Squadron consisting of an equal division of the 55th and 58th Entries. The rather junior composition of the Wing will mean that our senior sports activities will be handicapped for a while but we have high hopes for the junior competitions.

The period under review has not been without its Staff changes although they have not been so drastic as of late. We welcome Flt. Lt. Owens, D.F.C. (an ex-apprentice) who has joined the wing as Physical Fitness Officer, filling the gap left by the posting of Flt. Lt. Harvey



G.B.J.

58th Entry Kitting.

WORKSHOP NOTES

Since the issue of the Xmas Number of this magazine the 50th Entry have taken their final examinations and have proceeded to R.A.F. Station St. Athan where they become the fourth entry to undergo the Improver year. We wish them luck in this second stage of their R.A.F. career.

The results attained by this Entry were not quite up to the standard of the 49th Entry. However, considering the disruptions in training, the average mark of the Entry did not fall below expectations.

The first 25% in order of merit of final examinations were sent to Andover and North Weald for Cadet selection, out of the forty-eight candidates, six were selected.

The successful candidates were:

General Duties Cadetships	Sgt/App/Air Meadows, J. F.I.I.E. Cpl/App/Air Milne, W. C. F.I.I.E.
Equipment Branch Cadetships	Ldg/App/Air Stayley, R.V. Electrician Cpl/App/Air Grose, T. N. F.I.I.E.
R.A.F. Regiment Cadetships	Ldg/App/Air Broad, P. J. F.I.I.E. Sgt/App/Air Strickland, R. Inst/Mkr.

The seventeen prizes for outstanding achievements were awarded as follows:

Highest in Order of Merit All Subjects (Equal)	} 582271 Cpl/App/Air Gough, J. } 582280 Cpl/App/Air Milne, W. C.
General Service Efficiency	582381 Sgt/App/Air Meadows, J.
Educational Subjects	582280 Cpl/App/Air Milne, W. C.
C.T.T.B Practical Fitting Test (and winner of Crebbin Robinson Cup)	582273 Ldg/App/Air Clarke, R. J.
Highest Average for Practical Fitting over 3 years course	582241 App/Air Adams, R. J.
Highest in Order of Merit in Gen- eral Studies (and Winner of Elliott Memorial Prize, presented by the Royal Aero. Society)	582280 Cpl/App/Air Milne, W. C. F.I.I.E. (1st) 582241 App/Air Adams, R. J. (2nd) 582280 Cpl/App/Air Milne, C.W. F.I.I.A. (1st) 582276 App/Air Whitcombe (2nd) 582477 Cpl/App/Air Grice, K.
Best Tradesman in Central Trade Test Board Exam.	Electr. 582399 App/Air Banks, E. F. Inst/Mkr 582271 Cpl/App/Air Gough, J. Fit/Arm. 582376 App/Air Davidson, W.
Polish Resettlement Corps (R.A.F.) Apprentices:	
Highest in Order of Merit—Educa- tional Subjects	709267 App/Air Bacior, T.
Best Tradesman in Central Trade Test Board Examination	Inst/Mkr 709307 App/Air Dabrowa, A. Fit/Arm. 709306 App/Air Basztabin, W.

We take this opportunity of congratulating the apprentices who have been awarded cadetships and also the prize winners. May these initial successes be the forerunners of even greater achievements in their future R.A.F. career. With these congratulations go the best wishes of the Workshop Staff to all ex-apprentices of the 50th Entry.

Since the last issue of this magazine the retirement from the R.A.F. of Squadron Leader P. M. French, D.F.M., has been announced. To him we extend our best wishes for the future, also our appreciation of his untiring efforts to further apprentice training during the past two years.

By the time the Magazine is published the 51st Entry will have completed their final examinations. To them go our best wishes.

To the 52nd Entry we say, "You have had your breather, now for the last 'ten.'" Time is short, make full use of it. Use your

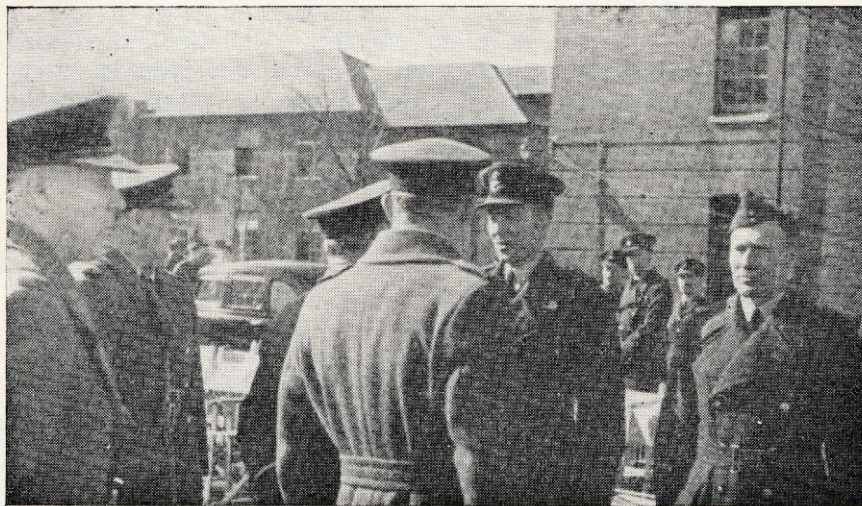
instructors to the full, they enjoy helping you, but to give them a chance we say, "Go to them and ask." Find out your weak points and strengthen them. Finally one last word of advice, to those of you who are shy of evening private study. Make an effort and "Get down to it," it pays dividends.

We extend our welcome to the 58th Entry, they have settled down well; perhaps the influence of the 55th entry has a lot to do with it. By the way 58th, "a lot is expected of the 55th." Can you emulate them?

All other junior entries are making steady progress, but there is still not sufficient personal effort being made. We have heard of voluntary extra Technical Training. Have you?

Training equipment is continually being brought up to date as and when it is available, and we hope in the near future to include such things as E.R.S. Phase for Gas Turbine Engines and practical instruction on Mk IX Automatic Controls.

The instructional staff remains very much the same. The new Officer i/c Apps. Tech. Training is Squadron Leader D. E. Gibbs, M.B.E., an ex-Halton apprentice.



Presentation of Officers and Instructors to Air Marshal Sir Ralph S. Sorley, K.C.B., O.B.E., D.S.C., D.F.C.

To Mr. Saunders goes our congratulations on the award of the B.E.M. in the New Year Honours. Well done!

Finally, together with our own congratulations, must go those of thousands of ex-apprentices to the following Civilian Instructors who have now completed twenty-five years' instructional service with the R.A.F. Apprentices and are still going strong. A magnificent achievement!

List as Presented:

Mr. H. J. Woods, Mr. W. P. Gaston, Mr. F. E. Ware, Mr. T. Cameron, Mr. C. A. Rollings, Mr. C. G. Ward, Mr. S. R. Merer, Mr. E. A. Paine, Mr. C. B. Simpkin.

D.E.G.