

The Haltonian Magazine

60 & 61 Edition

February 1952

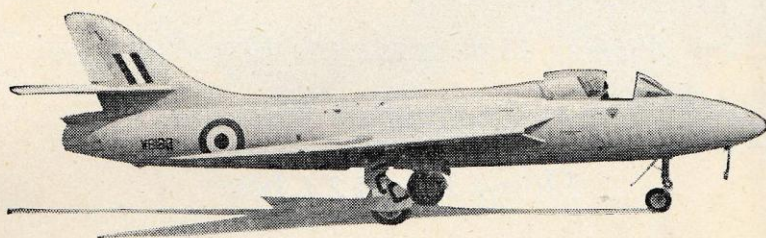
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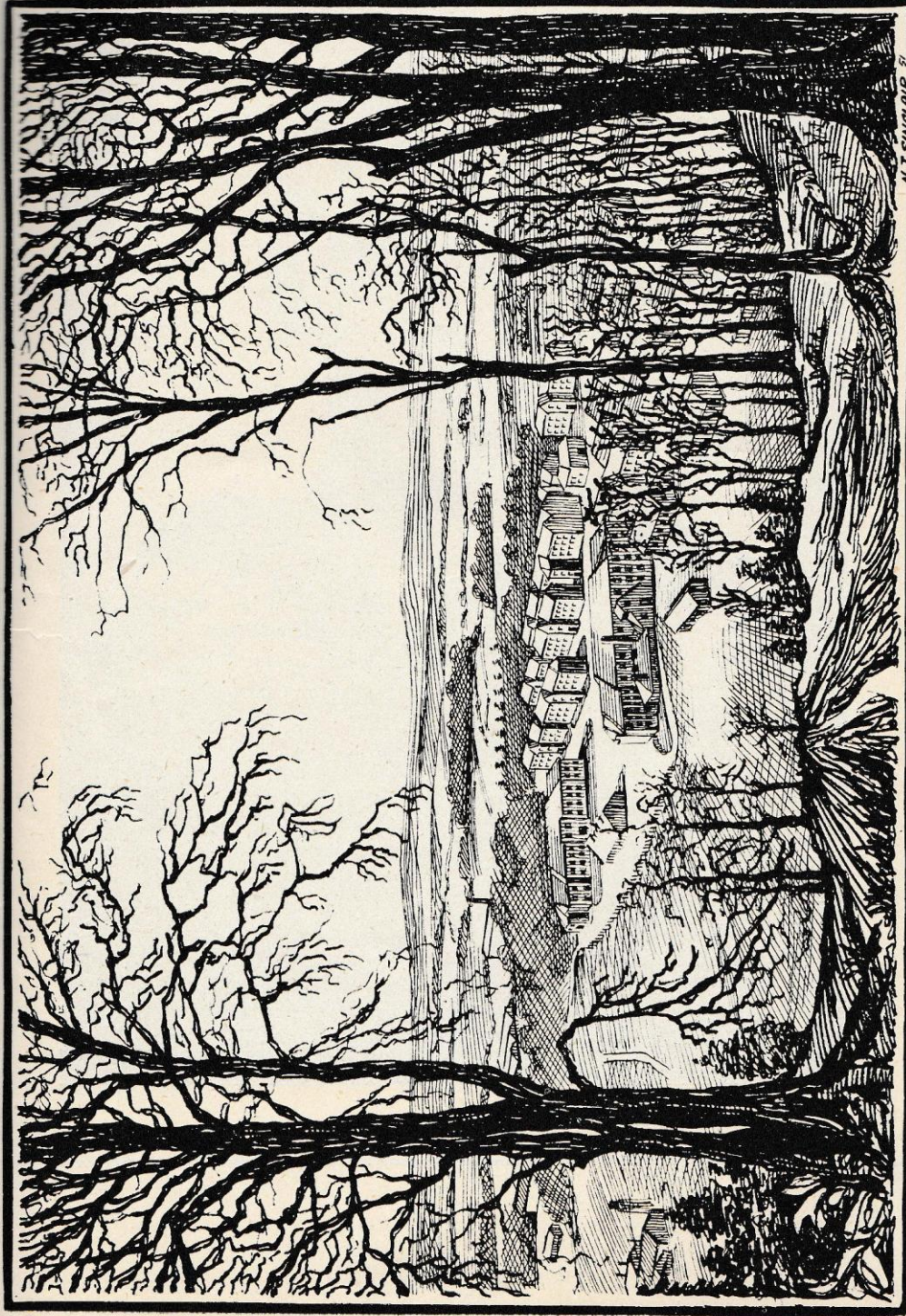
FINEST FIGHTING

AIRCRAFT IN THE WORLD



HAWKER AIRCRAFT LIMITED,  KINGSTON-ON-THAMES, SURREY

A MEMBER OF THE HAWKER SIDDELEY GROUP



A view of part of Halton Camp, showing 1 and 2 Wing Barrack Blocks. The new 2 Wing Workshops appear in the background. The drawing is based on a photograph taken by Aircraft Apprentice Jolly (64th Enty.).



Years ago, there was a popular song with a refrain about "June in January." The words were recalled by this issue of the Halton Magazine, which presents its readers with the even more curious paradox of "July in February." A point of policy arises here. The sensible decision has now been made to produce the Magazine three times a year, each issue corresponding to the departure of an Entry. This particular edition is really two-in-one, covering the Graduations of the 60th and 61st Entries. Henceforth, from our next issue (at the beginning of next term), we shall be "in phase." We trust this rather complicated explanation may appease the wrath of our public, which, shivering its way through the depths of an English winter, is asked to suppress its exasperation on reading accounts of swimming activities or cricket matches, and to forbear a shudder as it contemplates the pictures of scantily clad athletes disporting themselves. The "old, forgotten, far-off things, and battles long ago" which take up some of our space here, are probably vivid enough in the minds of those who took part in them; but in any case, they have never been recorded in print (unless we have an unsuspected rival) and 'recording' is one of our main functions. Anyway, we have now brought matters up to date, and if in the ensuing pages the immaculate stalwarts of the cricket field find themselves jostling for admission with the begrimed and bloody heroes of the Rugby pitch—well, attribute it to the higher strategy!

Other innovations in this issue (including the new cover design) speak for themselves—some perhaps rather timidly, though it is our hope that they will have strong and robust voices in time. The perspicacious will no doubt have noticed that the Magazine is now once more "The Halton Magazine." The title of "Magazine of R.A.F. Station Halton," was, it was decided, both cumbersome and inaccurate and (a tribute to our modest pretensions) has now been abandoned. A Correspondence Column provides a golden opportunity for those who like to see themselves in print without going to the extreme of writing an article. "Current Events," it is hoped, will provide something in the nature of a continuous diary of Halton, of interest to past as well as present Haltonians. The Old Boys Section is, admittedly, but a shadow of what it

might be—and was, in earlier issues of this Magazine—but the spade work has been done under the enthusiastic direction of Sqn.Ldr. Akhurst, and the fruits, we hope, will appear in our next issue.

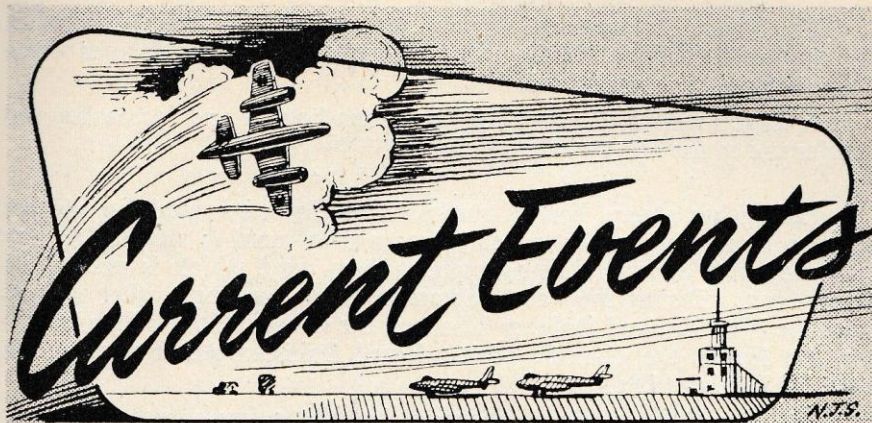
Appropriately, not only was Sqn.Ldr. Akhurst a member of the 1st Entry (1922), but he was also the first apprentice; and we gladly direct attention to his reminiscences of those far-off days which will be found on another page. Nor is it generally known that Halton numbers among its old boys a Lieutenant Colonel in the United States Air Force; but such, as you will discover when you read on, is the truth. Whatever their present calling or position, Old Haltonians are asked to write to us to renew old acquaintanceship, to make suggestions, or, perhaps best of all, simply for the sake of writing.

But though it serves the function of a link between the present and the past, the Magazine must be regarded primarily as a record of the present. The intention is that it should be produced by apprentices with the minimum of assistance or direction; and if we have not yet wholly achieved this aim, then the impressive list of names of apprentices who are now actively associated with its production shows that we have gone some considerable way towards it. We trust that we have provided our readers with sufficient evidence that Halton is as vigorous and as lively an institution as ever; modified perhaps in some respects to meet the changed conditions of 1952, but essentially still the same. Tradition, it is said, should be our servant, and not our master: it is to be respected, not feared. In this spirit, with regard for the past and without fear for the future, Halton moves on, and the Magazine in some small way tries to reflect its progress.

We wish all Haltonians, past and present, and all our readers, the best of good fortune in 1952.



An Autumn View of the Schools  
(The Home of the Halton Magazine)



The 60th and 61st Entries take with them our best wishes for their future happiness and success, wherever they may be. Should they feel nostalgic, they are welcome to write to us: as Old Haltonians, the Magazine is still their journal.

We note from our contemporary, the Journal of the Royal Air Force College, Cranwell, that the 61st Entry at the College includes eight Old Haltonian Cadets just arrived: "A" Squadron has T. L. Cox and J. E. Fitzpatrick; "B" Squadron, D. Allison, B. Harris and J. T. Tuckey; and "C" Squadron, P. St. J. Dawe, J. McLeod and J. L. Spatcher. The 12th (E. & S.) Entry numbers among its members P. McLeod.

While saying 'hail and farewell' to these, we take pleasure in welcoming our latest arrivals, the 70th Entry, many of whose names will, we trust, in three years' time appear in a paragraph of the Magazine corresponding to the above. Good luck to you!

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During the last year our 'planners' have decided that the segregation of trades into Wings brought about in December, 1949, has not proved as successful as was expected. So a return to the old "Entry to a Wing" organisation is now imminent. Not for us to go into the pro's and con's of the matter, but we do have the feeling that the Entry should be the first consideration. Certainly our forbears at Halton thought so: the tradition of keeping Entries together was of twenty-seven years' duration.

For the first time in the history of Halton we now have upwards of six different nationalities of apprentices under training. With the 69th Entry came the first Burmese to enter on the three-year course. The Pakistanis, who have, of course, been with us rather longer, have now reached the stage where, after two more terms, there will be witnessed the first contingent of apprentices of the Royal Pakistan Air Force to pass out of Halton.

\* \* \* \* \*

Group Captain Wood, who had been absent from the School during sickness, is now happily back at the helm. May he continue to remain in good health. We welcome Wing Commander Kerr, who is the Senior Education Officer of No. 1(A) Wing, filling the vacancy left by Group Captain Morgan. Also Squadron Leader Buckels in place of Squadron Leader Davies, who has not only assumed charge of General Studies but has shouldered the onerous task of editing this magazine!

The Station Recreational Library has recently been re-established in the Station Education Centre where the books from the former Wing libraries have been assembled.

A large number of new books has been bought and increasing and regular use of the library is being made.

\* \* \* \* \*

Halton has always been a much visited place, but lately its visitors seem to be making rather longer journeys than usual to see us. At any rate they visit us after having come a long way, which is nearly the same thing! During July and September alone, amongst other visitors were the New Zealand Defence Minister, the Chief of Staff of the Burmese Air Force, the C-in-C. of the Royal Pakistan Air Force, and a party of Danish M.Ps.

Let it not be imagined however that the animals (us) are never allowed out of their cages to see something of the rest of the world. Last October at least seven different parties went by coach or air on visits to factories and other R.A.F. stations. A party of Airframe Fitters of the 61st Entry were shown round the De Havilland Aircraft Co. Amongst the many stations visited by parties of the 61st Entry were R.A.F. Leconsfield, Odiham, Abingdon, Binbrook, Lyneham, Duxford and Hullavington.

\* \* \* \* \*

It would not be surprising if some members of the public should imagine that Halton was some sort of school for turning out bandsmen! During July and September, 1951, the Military Band played for the Banbury British Legion and Aylesbury Borough Council, the Drum and Fife Band for Epping British Legion, and the R.A.F.A. at Aylesbury, the Pipe Band at the Addlestone Carnival, and for Melksham Parish Council.

The highlight of the "band" season was the Lord Mayor's Show on the 9th September, 1951. Three coaches conveyed the Pipe and Military Bands together with Lewis II, from Maitland Guardroom through a series of minor accidents and delays to Artillery Row. With the Pipe Band leading and the Sheriff's coaches behind the Military Band, the Halton bands played a march in turn, from Artillery Row to the Law Courts and thence via Trafalgar Square and Westminster back to the starting point. The half-mile-long parade was less than half the size of the previous year's and the Blue and Gold Standards of the British Legion and the Household Cavalry provided the only splashes of colour. However, the Halton bands did well and, as one newspaper remarked, the "presto" of Halton compared with the "moderato" of other bands may have been produced by the horses of the Sherriff's coaches which nibbled the hats and blew down the necks of their rear ranks! An interview with App/Air Stewart of the Military Band and Cpl/App/Air Rockall of the Pipes, was recorded the following Friday in "News Letter."

\* \* \* \* \*

Reference should be made to the magnificent broadcast service of November 11th which is also mentioned elsewhere. The sermon was given by the Reverend Canon Leslie Wright, K.H.C., Chaplain-in-Chief of the R.A.F.

\* \* \* \* \*

A "deed of daring do" was "done" by App/Air Limby of 1(A) Wing while on holiday this summer in Cornwall. Limby attempted to rescue a drowning man, and did succeed in helping to save a boy who had also got into difficulties in the sea.

Flying Officer J. G. M. Hart is indeed to be congratulated on gaining a Scottish Cap by playing for his country against the Springboks XV.

\* \* \* \* \*

Halton's pair of hurdlers, Gp.Capt. D. O. Finlay, D.F.C., A.F.C., and Fg.Off. J. G. M. Hart, had a successful summer. Although Gp.Capt. Finlay has retired from open competition he ran as fast as any British hurdler during the year and besides winning the Inter-Services 120 yards hurdles title again, won the R.A.F. Championship for the fifteenth time. His successes also included the 24th Group and Technical Training Command Championships.

Fg.Off. Hart was for another season unable to beat his senior and coach, although coming within a foot of him in the final of the R.A.F. Championship and again running second in the Combined Services race. In the 440 yards hurdles he won the 24th Group, Technical Training Command, R.A.F. and Combined Services titles, in addition to winning the Scottish 120 yards title—a race from which Gp.Capt. Finlay is excluded.

Both rounded off an enjoyable season with a visit to Italy and Rome in the Combined Services team which took part in the European Military Championships.

\* \* \* \* \*

Finally, it is our sad duty to record the death of Wing Commander Deane. Tributes to his memory will be found on other pages. Here it is sufficient to say that his passing is a very real loss to Halton, and that his memory will long be revered.

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## THE LIGHTHOUSE

The rocky ledge runs far into the sea,  
And on its outer point, some miles away,  
The lighthouse lifts its massive masonry  
A pillar of fire by night, of cloud by day.

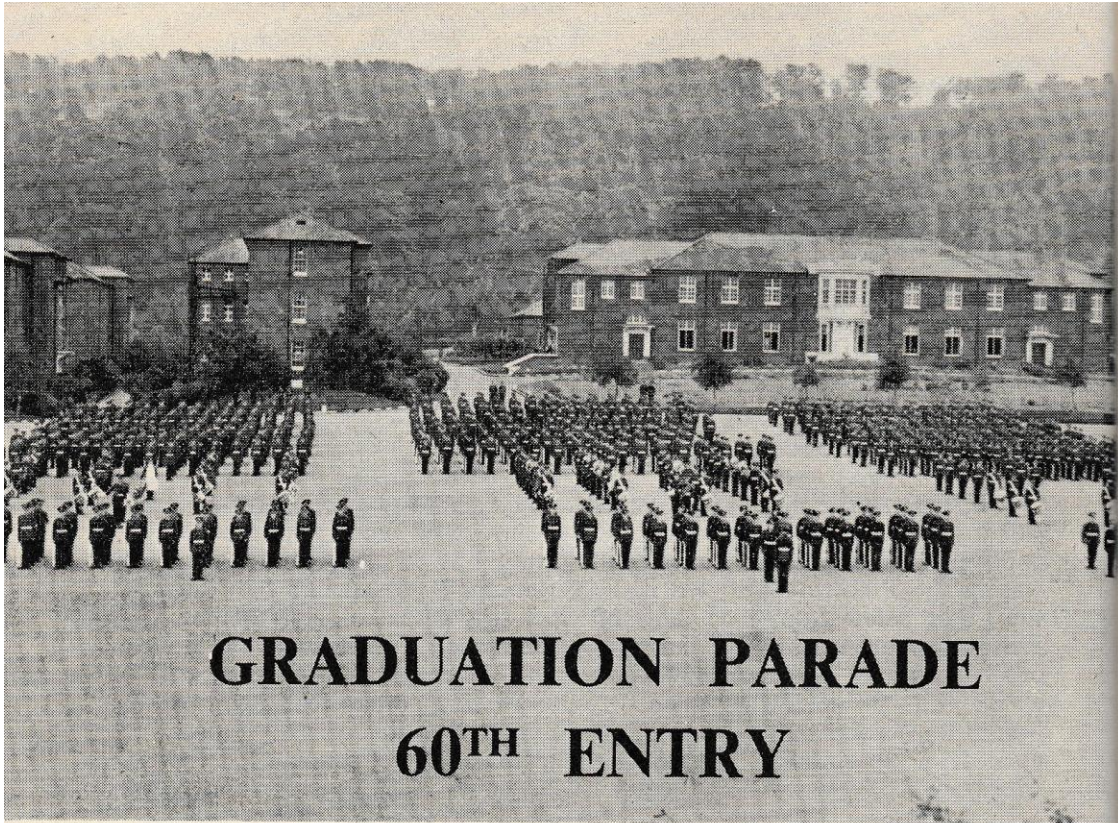
Even at a distance you can see the tides  
Upheaving, break unheard along its base:  
A speechless wrath that rises and subsides,  
On the white lip and tremor of the face.

And as the evening darkens, see how bright,  
Through the deep purple of the twilight air,  
Beams forth the sudden radiance of its light  
With strange, unearthly splendour in its glare.

The startled waves leap over it, the storm  
Beats it with all the scourges of the rain,  
And steadily against its solid form  
Press the great shoulders of the hurricane.

G. E. RITCHIE.  
(69th Entry)





## GRADUATION PARADE 60<sup>TH</sup> ENTRY

On July 31st, the Graduation Parade of the 60th Entry of Aircraft Apprentices was reviewed by the Secretary of State for Air, The Rt. Hon. Arthur Henderson, M.P. He was accompanied by Air Marshal Sir John Whitworth Jones, K.C.B., C.B.E., A.O.C. in C. of Technical Training Command, Air Vice Marshal R. O. Jones, C.B., A.F.C., A.O.C. 24 Group, Air Commodore J. G. Elton, C.B.E., D.F.C., A.F.C., Commandant of No. 1 S. of T.T., Group Captain D. O. Finlay, D.F.C., A.F.C., Senior Training Officer and Wing Commander L. Rose, Officer Commanding, No. 2 (A) Wing.

When he arrived at the Station Headquarters the Reviewing Officer inspected a Guard of Honour of apprentices of the 62nd Entry under Cpl/App/Air I. G. Hilton.

The Graduation Parade was held on Henderson Parade Ground under the Command of Flight Sergeant Apprentice J. L. Spatcher.

After the parade, the 60th entry and their guests, the visiting officers and the permanent staff assembled in the Burnett Gymnasium for the presentation.

Air Commodore Elton in his report, after referring to the founding of Halton 31 years ago by Viscount Trenchard, said the object of the school was to produce a high class cadre of the most skilled tradesmen to form the backbone of the Royal Air Force in peace and war. Some 4,000 ex-apprentices (20-25 per cent of the total output), had been awarded commissions in the Royal Air Force. A further demonstration of the world wide reputation of the product of the school was that apprentices of other Commonwealth Air Forces were being trained at Halton.

The 60th Entry was the third entry to graduate under the advantageous terms of the New Trade Structure. The Armament Fitters, no doubt inspired by Sergeant Apprentice Allison, had jumped to top place among the trades in the 60th Entry.

As an example of realism in training, the Armament Fitters had visited Royal Air Force Station, Leconfield, where a number of apprentices flew in a practice bombing sortie in which they released the bombs they had themselves fused and loaded on to the aircraft.

In educational subjects the 60th entry had distinguished themselves by providing the highest percentage of Category "A" passes for some years, i.e. 17%. 78% were awarded category "B" passes. A category "A" pass is accepted by the Air Ministry as suitable for a permanent commission and category "B" provided exemption from the R.A.F. Educational Examination Parts 1 and 2. 40 per cent of the apprentices in the entry had been successful in gaining the Ordinary National Certificate in Mechanical or Electrical Engineering.

All apprentices were given opportunities to fly, and several types of aircraft were provided to give flying experience. The average time spent in the air by each apprentice of the 60th Entry had been 2 hours 30 minutes. More popular still was the Glider Flight. The entry had proved exceptionally keen on gliding and for the first time on record at the school an apprentice of the 60th Entry, Aircraft Apprentice Small, had obtained the Royal Aero Club Certificate "C" for gliding.

Having completed his report Air Commodore Elton asked the Rt. Hon. Arthur Henderson to present the prizes.

**Cadetships were awarded to Sergeant Apprentice D. Allison, Sergeant Apprentice J. E. Fitzpatrick, Corporal Apprentice P. McLeod, Sergeant Apprentice J. F. Claxton, Leading Aircraft Apprentice P. McLeod and Flight Sergeant Apprentice J. L. Spatcher. These apprentices also received "Trustee" Prizes of £25 each.**

The Rt. Hon. Arthur Henderson then addressed the guests and the 60th entry. He congratulated, on behalf of all present, the members of the 60th entry, who, he thought, had marched that morning with "the smartness and precision of guardsmen" and were a great credit to Halton.



He really believed that they had great opportunities before them. Those who did not get a prize today might get one tomorrow.

It was said that the Battle of Waterloo had been won on the playing fields of Eton. He thought it might well be said that the Battle of Britain, if not World War II, had been largely won in the primary and secondary schools of the country where officers of the R.A.F. had been educated.

During the last 18 months, 50% of the commissions awarded in the R.A.F. had been awarded to men from the ranks and in the Technical Branch of the R.A.F. 75% of the officers today had come from the ranks. They had to qualify for their commissions which meant that they had to learn to discipline themselves. Discipline was the essential part of their daily lives. "It is up to you to play your part as those who have gone before you have done."

The international situation today remained tense and dangerous. All our experience showed that Russia only comprehended strength and it might have fatal effects upon the maintenance of world peace if we were allowed to falter in our determination to complete our armaments, not with the purpose of attacking any other country but in order to play our part in the maintenance and enforcement of the United Nations Charter.

#### **PRIZE WINNERS—60th ENTRY**

Monsignor Beauchamp Memorial Prize (For the best all round apprentice) Flt. Sgt. App. J. L. Spatcher.

Crebbin-Robinson Cup (for the best trade standards practical fitting test) Flt. Sgt. App. J. L. Spatcher.

Elliot Memorial Prize (presented by the Royal Aeronautical Society for the highest marks in English and General Studies) Sgt. App. D. Allison.



Allison and Spatcher receive a tribute

#### **AIR MINISTRY PRIZES**

Highest in order of Merit (all subjects) Sgt. App. D. Allison.

Highest in order of Merit (educational subjects) Sgt. App. D. Allison (1st prize), Cpt. App. J. A. Cliff (2nd Prize).

Highest in order of Merit (General Service Efficiency) Sgt. D. Allison (1st Prize), Sgt. App. E. Davies (2nd. Prize).

Highest Average for practical fitting over 3 year Course, F.Sgt. App. J. L. Spatcher.

## 60th ENTRY GRADUATES

### ENGINE FITTERS

585004 Bastick, T. M.  
 584851 Beach, H. C.  
 585006 Buckman, D. A.  
 585015 Carey, P. N.  
 585005 Charlwood, P. J.  
 585003 Cliff, J. A.  
 585014 Fitzpatrick, J. E.  
 585010 Griffin, E. H.  
 585009 Halls, K. F.  
 585017 Hodges, N.  
 585012 Holmes, K. M.  
 585024 Horn, G. W.  
 585033 Hudson, A. N.  
 585158 Jacob, H. G.  
 585025 James, D. G.  
 585027 Kensett, N. J.  
 585034 Long, F. W.  
 585035 Long, R. B.  
 585026 Lord, S. C.  
 585039 McCafirey, W. F.  
 585040 Mosdell, A. J.  
 585029 Olley, L.  
 585030 Peirson, S.  
 585037 Quinn, B.  
 585046 Rideout, B. A.  
 585152 Rushworth, J. C.  
 585045 Ryles, D. S.  
 585043 Sharp, E. J.  
 585156 Smale, A. C. E.  
 585049 Smith, H. J.  
 585048 Spatcher, L. J.  
 585042 Spicer, E. T.  
 584818 Stone, P. R.  
 585047 Tarrant, P. A. J.  
 585044 Taverner, J. H.  
 584910 Vallance, A. A.  
 585053 Way, R.  
 585051 Williams, I. M. G.  
 585154 Wilson, J. A.

### AIRFRAME FITTERS

585063 Ansley, J. H.  
 585065 Beazley, P. J.  
 584915 Berry, G. I. F.  
 585061 Clitheroe, W. L. D.  
 585059 Davies, E.  
 585057 Doggrell, Y. C.  
 585058 Eckel, A. M.  
 585055 Evans, I. H.  
 585056 Fordham, K. J.  
 585085 Fox, H.  
 585083 Harris, R. A. C.  
 585082 Hodgson, C. J.  
 585084 Keeley, B. A. R.  
 585070 Leverton, J. W. H.  
 585086 Lowndes, W. E.  
 585079 Maitland-Titterton, F. L.  
 584824 Mumford, D. I.  
 585068 Palmer, F. C.  
 585163 Pelling, P.  
 585078 Plumley, J. E.  
 585077 Porter, L. R.  
 585075 Robinson, F.  
 585074 Smith, N. R.  
 585071 Sowden, I. K.  
 585069 Toms, F. R.

585067 Tout, J. E.  
 585066 White, J. F.  
**ARMAMENT FITTERS**  
 585089 Alford, J.  
 585088 Allen, A. C.  
 585087 Allen, K. S.  
 585081 Allison, D.  
 585102 Austin, D. C.  
 585101 Beal, P. N. B.  
 584805 Bichard, P. A.  
 585100 Cains, D. T. H.  
 585098 Davies, W. T. J.  
 585095 Godbolt, S. C. W.  
 584806 Hunter, J.  
 584887 Ireland, J.  
 585092 Jones, W.  
 585094 Lee, P. A.  
 585090 Nicklinson, A. J.  
 585170 Pragg, A. B.  
 585169 Veitch, P. H.

### INSTRUMENT FITTERS

585103 Brown, D. W.  
 585113 Burnett, P. C.  
 585112 Burt, D. V.  
 585106 Crowdy, A. J.  
 585118 Jarvis, R. A.  
 585108 Jones, R. D.  
 585104 Kerr, D.  
 585114 Kyle, V. T.  
 585166 McLeod, J.  
 585107 Potter, A.  
 585111 Miles, C. R.  
 584823 Thomason, J. W.  
 585105 Tierney, J. E.  
 585155 Timms, G. W.  
 585115 Wing, R. G.  
 584832 Johnson, A. E.

### ELECTRICAL FITTERS

585119 Ashmore, J. H.  
 585120 Booker, L. J.  
 585123 Boxall, A. B.  
 585126 Claxton, B. J. F.  
 585122 Cooper, R. E.  
 585125 Gallop, F. H.  
 585132 Ezekiel, C. R.  
 585133 Gennings, B. D.  
 585160 Godfrey, H. G.  
 585135 Gribben, D. B.  
 585136 Griffiths, D. J.  
 584905 Gwynne, D. H.  
 585124 Harris, E. H.  
 585129 Johnson, B. P.  
 585130 Kirkpatrick, D. R.  
 585137 Kitcatt, R. H. G.  
 585138 Luff, J. S.  
 585139 McKay, A.  
 585167 McLeod, P.  
 585140 Moore, J. G.  
 585164 Pearce, P.  
 585141 Pearson, E. K.  
 585142 Phillips, P. M.  
 585168 Reynolds, J. R.  
 585143 Sabin, J. J.  
 585153 Sherwin, D.  
 585146 Stead, J. B.  
 585147 Vyvyan, T. M. J.  
 585148 Wilson, S. P.

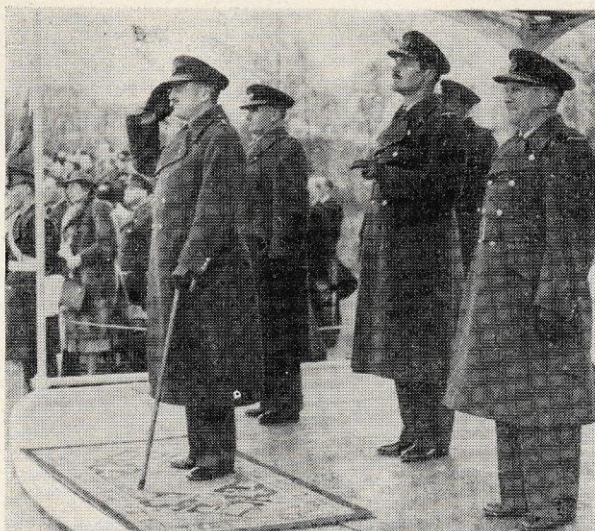


## GRADUATION PARADE OF THE 61<sup>ST</sup> ENTRY

Marshal of the Royal Air Force, Sir John C. Slessor, G.C.B., D.S.O., M.C., visited Halton on 18th December last to review the 61st Entry on their Graduation. At the Parade, which was admirably commanded by Flight Sergeant Apprentice Poyser, he was accompanied by Air Marshal Sir J. Whitworth Jones, K.C.B., C.B.E., A.O.C.-in-C. Technical Training Command.; Air Vice-Marshal R. O. Jones, C.B., A.F.C., A.O.C. 24 Group; Air Commodore J. G. Elton, C.B.E., D.F.C., A.F.C., Commandant of No. 1 School of Technical Training; and Group Captain D. O. Finlay, D.F.C., A.F.C., Senior Training Officer.

Later, before the visiting officers and friends and parents of the 61st Entry assembled in the Burnett Gymnasium, the Commandant gave his report. He said that the average technical standard of the Entry in all trades was the highest since the introduction of the New Trade Structure. A feature of the examinations was the high level of work by the Air-frame Fitters both in test pieces and in other practical work not normally included in the apprentice syllabus. In general the 61st Entry had few outstanding apprentices but the general average of ability was high and, in some respects, well above average.

After Marshal of the Royal Air Force Sir John Slessor had presented the prizes he addressed the graduating entry. He said that he was particularly glad to hear (from the Commandant's report) about the fine example the Entry had set, because that was a thing expected at Halton. Halton had always set the standard for the whole of the rest of the Service.



Marshal of the Royal Air Force Sir John Slessor, G.C.B., D.S.O., M.C., Chief of the Air Staff, taking the salute at the Graduation Parade of the 61st Entry

He went on to say what a magnificent record F.S./App Poyser had and how delighted everyone was to see that he had won a cadetship. The others were not to be discouraged because they had not yet won cadetships. All had a very fair chance of reaching commissioned rank, but he added a reminder that the background of the Service had always been the warrant officer and the N.C.O. "If you set yourself a target

of becoming a first class flight sergeant or warrant officer, you are much more likely to be picked out on the way for commissioned rank—do not worry about it too much."

Sir John went on:

"I want to say a few things to you as a man who has spent his life since I was your age, and younger, in the R.A.F., and I am hoping to say something which may help you and now that you are leaving this place where you have been trained and are going out into the great Service in which you have wisely decided to make your career and in which I hope you will enjoy life as much as I have mine. I would first like to consider a moment why we always refer to the R.A.F. as "The Service." It is obviously because the R.A.F. is dedicated to Service—the Service of the King and of the Empire and of their fellow men. Now we don't come into the Air Force primarily to make money or to have a good time, we come into it to serve. Now I am sure that all of you here must have heard the words of that great prayer for peace: "Oh God . . . whose service is perfect freedom." That is your first duty of service, the duty of loyalty to the King and to your officers whose commissions represent the King's authority. You have a duty of loyalty to each other, to your comrades, to your Squadron or Unit and to the Royal Air Force as a whole, and never forget that discipline is the foundation of loyalty to the Service. No body of men exists as we do, to fight and work as a team, very often in conditions of hardship and danger. No body of men like us can function at all unless we, all of us, give the cheerful and willing subjection to a common loyalty and discipline. I am sure you know, coming as you do from Halton, the value of close order drill.

"Some of you will be stationed a long way away from home where you won't be able to slip off regularly for your "48's" and I think you will be better off, but you will find that life on these remote stations is what you make it and every single man on the station can do his share in making the station a happy one. Some will go overseas and I think you will be fortunate; you will find interest and novelty and some excitement and on many stations overseas you will find very good living con-

ditions, a lot of sport and recreation, but you will also find some hardships and discomfort. You will find yourselves in places where there is dust and heat and flies and danger, even in the days of so-called peace, but no one has ever been the worse for that, and I have always found throughout my service the most popular stations very often are the most remote and unlikely places. I can think of two places in particular, Miramshah on the North West Frontier of India, on a little dusty plain set in the middle of hills miles away from anywhere, and we always had one flight attached to three flights in the wing and there was always competition to go here. One of the most popular stations in the Service was a place called Shaibah, it was extremely popular and the reason that one is different in those places is that there was always plenty of hard work and interest in those little tribal wars, and that sort of thing, but largely of course because the chaps were thrown on their own resources for amusement and recreation, and they have got to make the best of it, and they always do. Do not get unduly depressed when you are posted to some remote part of the world because you will probably have a jolly good time there.

“One word of advice on a rather personal matter. For goodness sake don’t go and get married too soon. In the next few years you will find an increase in the number of married quarters so that the chaps can have their wives with them as we used to in the days of the much smaller R.A.F. of years ago. You are the sort of chaps who in due course ought to be married and have children. There are many, too many, young marriages in the Service today and it does not lead to happiness for either party. Do not forget that you are still pioneers, that is a tremendous advantage that the R.A.F. has always had and will always have because the art of air warfare is always evolving and changing, and is never the same. When I joined in 1915 we were pioneers in a new technique all together, but you today are pioneers of something still better. What I mean is this, the most vital job of the R.A.F. today is to prevent war.

“Now I must really close by congratulating the Commandant and all his staff and you apprentices of the 61st Entry, and all others at Halton, on their extremely fine parade today and to give you all my good wishes, both to those chaps who are going out today, of the 61st Entry, and to all the others at Halton.”



Centre of a group of happy prize-winners is F.S./App G. F. Poyser, who gained the "Monsignor Beauchamp Memorial Prize," "Highest in Order of Merit, All Subjects," "Highest in Order of Merit, General Service Efficiency," "Highest Average of 3 years Practical Fitting," "Best Tradesman in the Engine Fitting Branch." F.S./App Poyser was awarded a Cadetship.

Group, left to right—Back row: Ldg/App J. A. V. Tinman (Inst. Fitt.Gen.), Sgt/App R. Greenwood (Sec.Prize Order of Merit G.S.E.), Cpl/App D. C. Johns (Elect.Fitt.Air), Cpl/App S. P. Bristow (Elect.Fitt.Ground)

Front row: Ldg/App E. M. Drake (Crebbin-Robinson Cup for Best Trade Fitting), F.S./App G. F. Poyser (Cadetship), Sgt/App G. D. Adamson (Inst.Fitt.Gen. and Highest Order of Merit Education)

**PRIZE-WINNERS—61st ENTRY**

**Cadetship:** F.S./App G. F. POYSER

Monsignor Beauchamp Memorial Prize  
(for the best all round Apprentice)

Highest in order of merit, all subjects.

Highest in order of merit, General Service Efficiency.

Highest average for practical fitting over the three year course.

—F.S./App G. F. POYSER.

Crebbin—Robinson Cup

(for the best trade standards practical fitting test)

—Ldg/App/Air E. M. DRAKE.

Elliot Memorial Prize

(presented by the Royal Aeronautical Society for the highest marks in English and General Studies)

Sgt/App R. GREENWOOD.

Highest in Order of Merit Educational Subjects

First Prize: Sgt/App G. D. ADAMSON.

Second Prize: Cpl/App A. SHERRING.

Highest in Order of Merit, General Service Efficiency

Second Prize: Sgt/App R. GREENWOOD.

Best Tradesmen in Trade Standards Trade Test

Airframe Fitter

Cpl/App P. L. WORT

Armament Fitter

Ldg/App/Air D. C. KING

Electrical Fitter (Air)

Cpl/App D. C. JOHNS

Electrical Fitter (Ground)

Cpl/App S. P. BRISTOW

Engine Fitter

F.S./App G. F. POYSER

Instrument Fitter (Nav)

Sgt/App G. D. ADAMSON

Instrument Fitter (Gen)

Ldg/App/Air J. A. V. JINMAN



Marshal of the Royal Air Force Sir John Slessor inspecting the 61st Entry



The following members of the 61st Entry graduated as Junior Technicians:

Adamson, G. D.	Booth, E. E.	Lewis, D. A.
Wort, P. L.	Cooper, P. L.	Holliday, D.
Sherring, A.	Bowden, K. T.	Horton, R. H.
Wolstenholme, R. A.	Maxwell, E.	Morgan, F. N.
King, D. C.	Prout, B. H. G.	Matthews, A. J.
Williams, J. I.	Campbell, T. F.	Slater, T. V.
Edney, A. R.	Wadlow, A. E.	Curl, R.
Green, R.	Matthews, D. R.	Macey, T. H.
Greenwood, R.	Johns, D. C.	Smith, T. H. E.
Jones, D. L.	Williams, D. E.	French, D. V.
Bristow, S. P.	Garrod, S. D.	Bevan, A. G. V.
Hemingway, A. E.	Longland, E. J.	Dunk, J. H. P.
Morrison, A.	Lacey, I. H.	Young, F. A.
Legrys, F. W.	Moseling, G. R.	Drake, E. M.
Nutt, R. C. W.	March, G.	McLean, D. S.
Gordon, A. M.	Smith, H.	Rainbow, A. D.
Jinman, J. A. V.	Armstrong, J. E.	Jackson-Wynch, A. T.
Ferguson, M. R.	Browne, A. M.	Browne, B.
Hebden, D. H.	Fuller, W. E. W.	McHugh, A. J.
Palmer, M. J.	Kinnear, A.	Tappenden, J. C.
Fraser, A. R.	Peaurt, J. E.	Litton, J. F.
Smith, D. T. J.	Bruce, J. H.	Badcock, T. J.
Howard, T. F.	Derry, B. S. E.	Smith, T. J.
Crowe, J. F.	Targett, M. A.	Franklin, H. A.
Gronert, A.	Stiles, J. A.	Lough, B. E.
Price, R. A.	Dent, B.	Hislop, M. A.
Clare, J. R.	Kent, J. W. M.	Hunter, J.
Ballard, A. T.	Marriott, G.	Linfoot, P. W.
Jones, D.	Davis, F. G.	West, B. F.
Erskine, C. E.	Faulkner, A. F.	Taverner, J. H.
Kitcatt, R. H. G.	O'Brien, J. H.	Fox, M.
Langham, J. C.	Rees, C. D.	
Rowe, D. J.	Dixon, W.	

## WING NOTES

### NO. 1(A) WING

With our summer leave just around the corner, we said a happy farewell to the 60th Entry on the last day of July. They deserve our hearty congratulations for attaining 100% success at the final examinations. All felt very proud of Flight Sergeant Apprentice J. L. Spatcher, the first entry leader in this Wing for some time, as he led the graduation parade. He also achieved the great distinction, together with Sergeant Apprentice J. E. Fitzpatrick, of being selected for a Cranwell Cadetship. We wish them both the very best of luck for their future, and also to ex-Sergeant Apprentice J. T. Tuckey of the 59th Entry who joined them as a late selection.

Our thoughts now naturally turn back to the summer leave and for the most of us, to those three dreadful weeks of much rain and little sunshine. On our return, two distinct sub-divisions of human beings were immediately apparent—the “pale-faces” and the “red-skins.” Of the former, if it were really due to the weather, they have our sympathy: but if “chaffing” called so hard to the exclusion of being out and about, to them—well, perhaps mis-guided creatures, they need our sympathy the more. Of the weather-beaten types, no doubt many the story they could tell. Some went far and wide in search of parents, new sights and new countries by both air and sea. Others “took to the road,” camping, hiking and cycling and, from what we hear, there must have been an apprentice somewhere in every small corner of England, Scotland and Wales. Many seized the opportunity of holidaying with Butlin’s at much reduced prices, and say they are going again next year—a good enough recommendation to encourage some of the “stay-at-homes” out of their shells. These pleasant memories cannot be left without mention of the very plucky endeavour of App/Air D. J. Limby (68th Entry), whose life-saving effort off the coast of Cornwall brought much credit to himself and Halton via the Press and letters from the public.

The return to work was closely followed by our welcoming the 69th Entry, the largest for many years. With them came the first contingents from Ceylon and Burma to whom we pass a special greeting for a happy stay at Halton and in Britain. Our new boys have soon settled down and have made their presence felt not only by sheer numbers but by their keenness for sport—noticeably in the boxing ring. With their help, we won both the Senior and Junior B.K. Boxing Trophies—the first time this double has been achieved by any Wing and a great credit to the contestants and to Sqn.Ldr. Wall and his hard-working trainers. We all hope this is a good omen, and other teams will emulate their efforts, regaining for us the B.K. Trophy. To the many apprentices representing us in the various School teams, we join in congratulation.

Whatever some may say about our Bands and their members, to App/Air Stewart goes the distinction of playing the Last Post and Reveille on the cornet for the broadcast of the Church Service held at St. George’s Church, Halton, on Sunday, 11th November, and later appearing in the B.B.C. “The Under Twenties’ Parade” programme.

The various sections of the Halton Society have our active support. We hear that App/Air Stagg, not satisfied with his ornithological observations of our feathered friends, has disclosed a poltergeist operating in certain barrack rooms, whose favourite habit is to disclose dirty football gear and surplus kit. In answering his request that the rooms be exorcised of this nuisance, we suggest that with his professional skill, he

should apply a pinch of salt to the tale (tail)—or perhaps settle the matter more effectively with a mixture of polish, soap and elbow grease.

In conclusion, we wish the best of luck to those officers and N.C.O.'s who have left us in the last six months, and to welcome their successors. Hearty congratulations to Corporals Blisset and Thompstone on being granted permanent commissions, and to Flight Sergeant Apprentice Poyser for achieving his high rank—and may he follow in the footsteps of his predecessor, Spatcher.

#### **NO. 2(A) WING**

It seems a long time since we appeared in print in the last issue of Halton Magazine, yet in spite of certain changes of faces Halton still seems the same, if somewhat homelier, to those of us nearing the end of our sojourn here as to the youngsters who will take our places.

We are very proud of Warrant Officer Pearce. For a long time now he has performed sterling service to Halton and we congratulate him heartily on his so well deserved award of the M.B.E.

Congratulations also to Ldg/App/Air Claydon of the 63rd Entry. It appears that he made the most, during his second year, of that peculiar, and to some of us, elusive substance designated by 2(A) Wing Instructors as "progress." For this feat Claydon has, appropriately enough, been awarded the Second Year Progress Shield.

The Remembrance Service, broadcast from St. George's Church, Halton, owed much of its success to the splendid work put into the training of the Choir by Flight Lieutenant Searles. How much we owe to Flight Lieutenant Searles may only be fully appreciated when he is no longer with us. After hearing the service, we all agree that the standard of the Choir is now very high, and reflects great credit on those responsible.

As many of you will have heard, Cpl/App/Air Rockall was privileged to broadcast on the radio as one of the bandsmen taking part in the Lord Mayor's Show. Halton has been in the news very frequently lately and Cpl/App/Air Rockall's broadcast helped to shed some light for the public eye on the many and varied activities at Halton.

We welcome the Armourers who have come to us from 3(A) Wing and hope they will remain with us for many years to come. Various re-organisations of the staff of the Wing are still, we believe, in a state of flux, but we expect that we shall soon settle down to a steady trip.

In conclusion we say "Good-Bye" to the 60th Entry and wish them every success. The 69th are with us now and when you read this, doubtless the 70th Entry will be here as well. Oh dear! How soon old age creeps upon us!

#### **NO. 3(A) WING**

Our first duty is to welcome our new Commanding Officer, Wg.Cdr. Viscount Acheson, O.B.E. He took over from Wg.Cdr. Joel in October. Wg.Cdr. Joel has gone to R.A.F. Kenley where we wish him a happy term of duty. We welcome also Sqn.Ldr. Woolley, who came from No. 2 Wing to take over "C" Squadron. Postings to Home and Overseas and releases to civil life are Flt.Lt. Henderson (to Messrs. Saunders-Roe), Flt.Lt. Watson (to Guided Missiles Course), Flt.Lt. Cooke (to civil life), Sgt. Knight, Mr. Vizard (on promotion), W.O. Strom, W.O. Page, F.S. Devenish, Sgt. Wilshim, Sgt. Batterhill, Sgt. Thompson, Cpl. Dawson, and we wish them all the best of luck. We welcome to No. 3 Wing Flt.Lt. Massey, Flt.Lt. Lane, Fg.Off. Weston, Plt.Off. Herring, W.O. Craddock, W.O. Gibbon, W.O. Latham, F.S. Aldous, Sgt. Brown and Cpls. Pilgrim and Tyler (on promotion), Cpl. Fitt and Cpl. Hollis.

Our congratulations go to Flt.Lt. Powell and Fg.Off. Weston on successfully passing promotion exams C and B respectively. Flt.Sgt. Clements is the first Senior N.C.O. at Halton of the combined Electrical and Instruments Trades to pass the Melksham C.T.T.B. tests and to be transferred under the new trade structure to the combined trade of Electrical and Instrument Fitter, and it is to be hoped that this achievement will be an incentive to all.

The 60th Entry have passed out and we offer our congratulations to the following apprentices on gaining well merited cadetships. Cpl/App/Air McLeod (G.D. Cadetship), Sgt/App/Air Claxton (Technical Cadetship) and Ldg/App/Air McLeod (Secretarial Cadetship).

The 61st Entry passed out on 18th December, 1951, and we hope all will be posted to the stations of their choice. In connection with Technical Training, apprentices of the 61st Entry visited R.A.F. Stations West Malling, Abingdon, Binbrook and Lyneham. The Canberra aircraft was observed at close quarters at Binbrook and four apprentices had the privilege of flying in Meteors. At Lyneham great interest was shown in the special servicing operations and problems at the Aircraft Maintenance Unit. Abingdon and West Malling provided constant technical interest for the apprentices.

The passing out parade was made the occasion for the presentation of the B.K. Trophy by the donor's wife, Mrs. Barrington-Kennett, to No. 3(A) Wing. Our success in this competition was in no small way due to the persistent energy and enthusiasm and also to the organising ability of our P.F.O., Flt.Lt. Powell, and the great encouragement to Wing sports always fostered by Wg.Cdr. Joel. It is hoped that all entries in No. 3 Wing will follow the Wing's winning form and work hard to help to keep the Trophy in 1952. Cpl/App/Air Ryan is to be congratulated on gaining his Command Swimming Colours. Another fine swimmer was Jnr.Tech. Thomason (60th Entry), posted to R.A.F. Binbrook. Much of our 1952 hopes depend on the enthusiasm of up-and-coming swimmers in the Junior Entries and to that end a Swimming Relay League is being formed in January, but more about swimming elsewhere in this magazine. Fg.Off. Weston has taken over Wing Swimming Officer and all the signs indicate that, with the new P.F.O., Flt.Lt. Lane, swimming in No. 3(A) Wing will attain its objective in 1952.

Flt.Lt. Rogers won the Light Heavyweight Tech. Training Command Boxing Championship for the second year running. We hear from W.O. Detain that among our Burmese Apprentice friends fierce competition can be expected from their boxers in 1952. Already one of them, App/Air King, has shown that he is ready to box anyone of his own weight. Cycling has taken on strongly since it has now been recognised by the Sports Committee as an Organised Sport—who knows, there may be a "Reg Harris" amongst us.

A welcome, although modest, addition to training aids has been the recent appearance of a very much "stripped" Spitfire aircraft in No. 12 Bay, where, among the profusion of repairable bedsteads, furniture and other miscellaneous articles, apprentices endeavour to set valve tappets and listen to their instructors, while a certain Warrant Officer conducts operation "Spitfire" in no uncertain Sgt.Major manner! We hope his drive and enthusiasm will produce a Canberra in due course!!! Realism in training is the aim, and realism will be achieved.

