

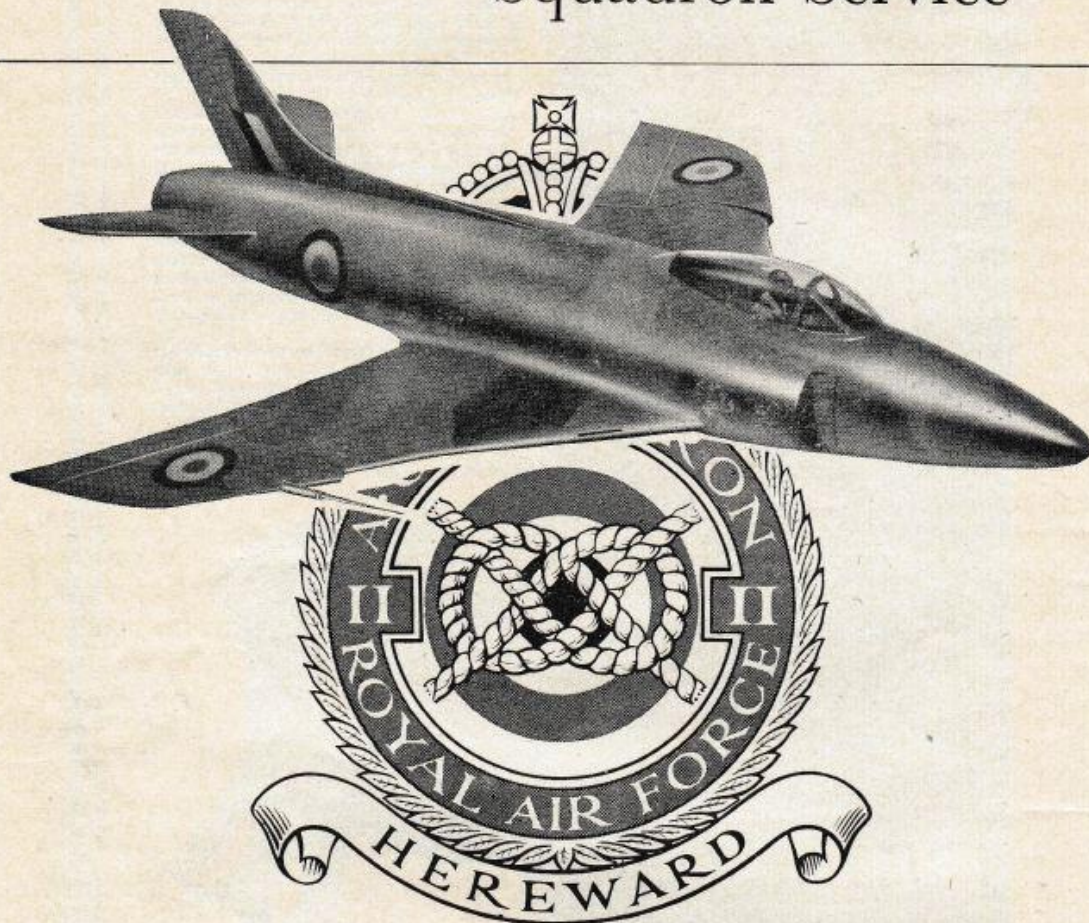
The Haltonian Magazine

76 Edition

Spring 1957

(Scroll down)

The *Swift* in Squadron Service



The Supermarine Swift F.R. Mk. 5 is in full squadron service with the Royal Air Force to undertake fighter reconnaissance duties. It is powered by a Rolls-Royce Avon engine with re-heat and it is capable of carrying atomic missiles.

EDITORIAL

WE have all heard of the price spiral, or the inflation, as the politicians call it. It simply means that, for one reason or another, prices, wages, and costs are increasing. We notice it in many ways and one day, if we are extremely fortunate, we find that our pay has been increased to bring our purchasing power back into line with prices. This movement has been going on ever since the end of the war, slowly and steadily at first but, in the last year, the tempo has changed and what was once a slow rise is fast becoming a steep incline.

One small item in our budget has not, however, changed in price for many years. The Halton Magazine has remained at two shillings since the war. But the cost of paper, printing and postage has flowed with the rising tide of prices and the advertisers, pinched by the Credit Squeeze, are reluctant to renew their contracts.

The result of the fall in income and the rise in costs, is that we are consistently losing money. In February, 1956, we issued 3650 magazines and they cost us £410. The last issue numbered 3710 and cost £510—a rise of almost 25 per cent. The Committee has now decided that if we are to continue publishing, the price of the Magazine must rise as well.

It is therefore our unpleasant duty to inform you that, as from the Summer issue, the price will be two shillings and sixpence a copy plus postage which we are maintaining at the nominal rate of threepence. Those far-sighted individuals who ordered ahead, will receive their copies at the old price; that is the least we can do.

We sincerely hope that none of our readers will cease to take the Magazine as a result of the change.

* * *

We often print items from the London Gazette and from Air Ministry News Letters, which refer to the commissioning and promotion of Old Haltonians. It is surprising to find, however, that few Apprentices realise exactly what are their opportunities for advancement in the Service. For this reason, we have expanded our normal notes to a full article. This is to prove to you, if proof is needed, that the career of Air Vice-Marshal Earle is not by any means an isolated example among Old Haltonians.

We would stress the point that the extracts we print are only those which have reached us since the last issue, and are a small sample of the appointments which affect Old Haltonians.

The opportunities are supplied by the Service, the hard work necessary to reach the highest ranks can only be supplied by YOU.

* * *

We have received a copy of the new church magazine, "Victor". This is the work of the Anglican padres and will be published once a month.

We would like to take this opportunity to welcome the paper and, on behalf of the Apprentices and staff of R.A.F. Halton, to wish the publication and its sponsors the greatest possible success.



The Inspection

Keystone

GRADUATION PARADE OF THE 76TH ENTRY

Early morning of December 19th, 1956 augured ill for the Graduation Parade of the 76th Entry. The whole of Halton Camp was closely shrouded in fog; a damp, opaque wall of typical December fog. At the last moment, however, Nature relented. The fog lifted, dispersed and revealed bright sunshine and an almost cloudless sky. It was thus in cold but bright conditions that the Reviewing Officer, the Right Honourable Nigel Birch, O.B.E., M.P., Secretary of State for Air, watched the Parade. The Reviewing Officer was accompanied by Air Marshal Sir George R. Beamish, K.C.B., C.B.E., Air Officer Commanding-in-Chief Technical Training Command; Air Vice-Marshal G. B. Beardsworth, C.B., Air Officer Commanding No. 24 Group; Air Commodore E. D. McK. Nelson, C.B., A.D.C., Commandant of No. 1 School of

Technical Training; Group Captain A. K. Hunter, O.B.E., Senior Training Officer, No. 1 School of Technical Training; Group Captain E. A. Stockwell, Principal Education Officer, No. 1 School of Technical Training, and Wing Commander F. H. Stubbs, A.F.C., D.F.M., Officer Commanding No. 2 Apprentice Wing.

The Parade was under the command of Flight Sergeant Apprentice E. W. Le Count, 76th Entry. Other N.C.O. Apprentices were subordinate commanders. These were:

Colour Bearer	S/A/A G. J. Oke
Colour Warrant Officer	S/A/A S. C. Walton
Colour Escort	S/A/A J. C. Littlefair
	S/A/A R. J. Nunn
Parade Adjutant	S/A/A B. Randle
Parade Warrant Officer	S/A/A W. H. Reynolds

Escort Squadron Commander
F.S/A/A T. R. Wilkinson
Escort Squadron Adjutant
S/A/A R. J. O. H. S. Wingrove
No. 1 Flight Commander
S/A/A W. H. Muggeridge
No. 2 Squadron Commander
F.S/A/A M. J. Moy
No. 2 Squadron Adjutant
S/A/A C. I. Dorman-Jackson
No. 1 Flight Commander S/A/A B. M. Gauhl
No. 2 Flight Commander S/A/A R. M. Davis
Standard Bearers C/A/A A. Gardiner
C/A/A P. J. Freeman
Apprentice i/c Supporting Entry
S/A/A B. R. Curd
Drum Major Military Band
A/A D. A. A. Payne
Drum Major Pipe Band C/A/A J. Ward
The Supporting Entry was the 77th.

COMMANDANT'S REPORT

After the Parade, the Prize-giving took place in the Burnett Gymnasium. Before delivering his report on the 76th Entry, his second report since becoming Commandant of No. 1 School of Technical Training, Air Commodore Nelson welcomed the Reviewing Officer, The Right Honourable Nigel Birch, O.B.E., M.P., Secretary of State for Air. Air Commodore Nelson pointed out that the Secretary of State had a service background in that he was the son of a soldier and had himself served in the Territorial Army before the war and in the Kings Royal Rifle Corps and on the General Staff during the war. It was encouraging, he said, to know that our problems would receive the sympathetic attention of a Minister who had been in the Service and who understood its peculiarities and the outlook of the serving man.

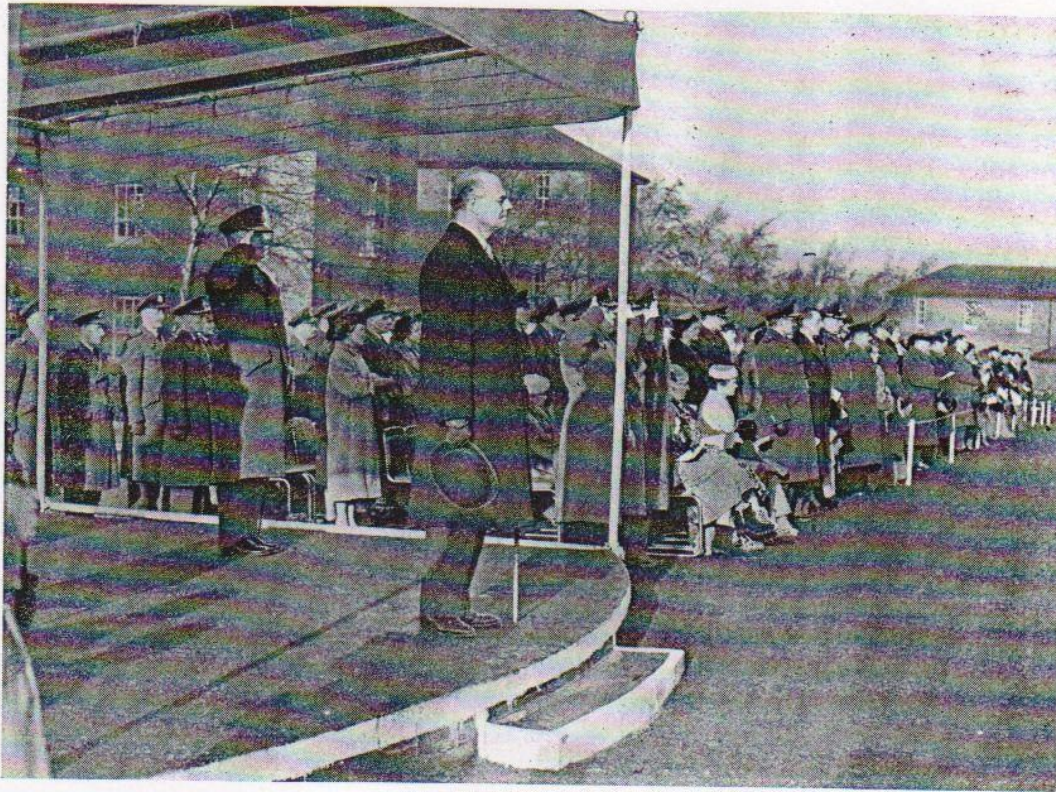
After welcoming the parents, relatives and friends of the 76th Entry, the Commandant gave an account of the activities of the past term and a general review of the progress of the Entry. He said that his report might not sound as encouraging as one might wish and that, in fairness to the Entry, he therefore wished to point out that he would be covering a period of three years and the activities of a considerable number of Apprentices who were

no longer with the Entry. One also had to make allowances for the fact that the Entry had suffered by having been involved in organisational changes covering three different administrative systems.

The Entry had commenced training in January 1954 with an intake strength of 265. To this number were added, during the three years of training, 57 Apprentices recoured from earlier entries. Of this total of 322, 117 had been lost by discharge, transfer to a lower trade level or recoured, leaving a total of 206 who were actually graduating. Included in this total were 2 Rhodesian Air Force and 4 Royal Ceylon Air Force Apprentices.

In Trade Training the Entry as a whole had attained a good average standard. Over the three years they had not, perhaps, displayed as much spirit of endeavour and application as the previous graduating Entry, but there had been signs of improvement towards the end. This improvement was possibly, the Commandant thought, due to the timely removal of a fair number of the less industrious members of the Entry.

The result in Education had been slightly below the average of previous entries and therefore disappointing. There was little difference between the various trades. Thirteen Apprentices had been recommended for the award of the Ordinary National Certificate in Engineering. Two Apprentices qualified for the City and Guilds Certificate, one of them gaining a first-class certificate in Aircraft Servicing and Maintenance and the other in Aircraft Electrical Maintenance. Air Commodore Nelson said that disappointment at the educational attainment of the Entry might be somewhat qualified by the realisation that for many years there has been no compulsory educational standard which had to be obtained before an Apprentice could pass out. He thought that without this spur it was perhaps not surprising if school work should tend to be neglected. Of course, this fact reflected to the credit of those who had done well. He added that compulsory standards were now being introduced for future courses. The writing of a Set Task, for long a customary activity in General Studies at Halton, had now been recognised by the award of a special prize.



The Rt. Hon. Nigel Birch, Minister of State for Air, takes the salute

Sport and General

Referring to discipline, the Commandant said that it had, in general, been good and there had been very few instances of serious indiscipline. It was to their advantage that they had removed from their ranks in good time most of the members of the Entry who had proved that they were not amenable to service discipline. Their attitude towards General Service Training was not, he thought, as inspiring as one would have liked, but once again there had been a definite improvement towards the end, and the final G.S.T. results were reasonable. There had been a notable achievement in marksmanship in Ground Combat Training, thirty per cent. of the Entry having qualified as marksman with the rifle. This was three times the normal number for an entry.

The Entry's interest in the various activities of the Halton Society had been average. They had, however, made a valuable contribution in

the musical sense to both the Military and the Pipe Bands. They had provided six members of the Military Band, including the Senior Drum Major and Station Trumpet Major, and ten members of the Pipe Band.

At the Prize-giving of the 75th Entry the Commandant predicted that three members of the staff at Halton were likely to be selected for certain teams in the Olympic Games. This prediction the Commandant said, had been more than realised. Halton had sent four people to Melbourne—two in the Water Polo team, one as the Lightweight boxing representative and one in the Modern Pentathlon. He was, he said, sure that everyone would share his pleasure in the success of Corporal McTaggart who won the Lightweight Boxing Gold Medal and the cup for the most stylish boxer in the Games, and also in that of Sergeant Cobley, who was the first British competitor home in the Pentathlon, in which he won the Cross-country event.

Air Commodore Nelson went on to review the sporting activities of the 76th Entry. He said that the Entry had been enthusiastic participants in all sports at the various levels, but the standard of swimming had been below average. The Entry had produced three I.S.B.A. boxing champions, two winners in the MacEwen Trophy Tournament between R.A.F. Youth Training Schools and numerous winners in the Inter-Services Quadrangular Tournament, two of whom were record holders.

Dealing more generally with the final results of the training of the 76th Entry the Commandant said that thirteen members of the Entry had attained the necessary high standards in all aspects of training which, coupled with outstanding qualities of leadership and command, had gained for them the distinction of passing out in the rank of corporal. Four Apprentices had been sent before the Selection Board at the R.A.F. College, Cranwell: one of

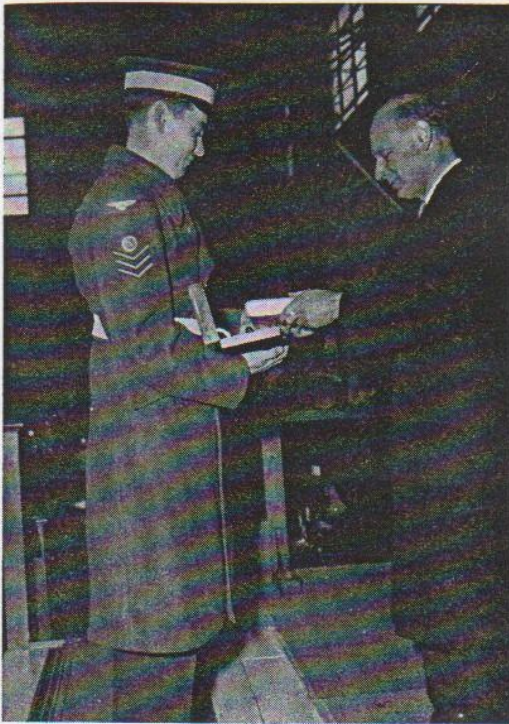
these, Sergeant Apprentice Trigg, had been accepted for a Technical Cadetship.

In conclusion, the Commandant spoke of matters outside the normal routine of training and service life. The Apprentice Bands had taken part in the Lord Mayor's Show and had been commended on their performance. Later, at the Cenotaph ceremony, Halton Apprentice Trumpeters had sounded the Last Post. The 76th Entry had been well represented on both occasions. The second matter was one of an entirely unofficial nature which, the Commandant said, it gave him special pleasure to recount. The 76th Entry had taken a leading part in the collection from the Apprentices of £232, which was presented to the Red Cross Fund for Hungarian Relief. Saying that he thought it appropriate to leave them on this note of appreciation of their chivalrous conduct, Air Commodore Nelson wished them, on behalf of everyone at Halton, the best of good fortune and a fair voyage when they set out on their journey.



N.C.O. Apprentices handing over their contribution to Hungarian Relief

Associated Newspapers Ltd.



The Prize-Giving

Keystone

THE REVIEWING OFFICER

Mr. Birch, speaking extempore as befits a politician, opened his remarks by praising the precision with which the Parade had been carried out. He then went on to recall the old days of flying before the R.A.F. was formed.

Few people, he said, could have prophesied the kind of advances which were to be made in aviation in such a comparatively short time. There had been those who were so bold as to say that aeroplanes might be useful for reconnaissance but few seemed to be able to see beyond this. However, there had been a small

number, led by Lord Trenchard, who did perhaps even then foresee the advent of the R.A.F. It was doubtful, he thought, whether even these people, visionaries though they were, could have foretold that by the nineteen fifties we should be flying faster than sound. Mr. Birch recalled that doctors had been quoted as saying that this could not be done.

People had not realised in those days, he went on, that air power would become by far the most important factor contributing to the safety of the country. It was never easy to look ahead and see into the future. He spoke of the way things are continually changing through the years and said that the education which Apprentices received at Halton could help them to adjust themselves and to keep pace with these changes. He stressed carefully the great importance of education, pointing out that it was both a priceless asset at the start of a career in the R.A.F. and something of permanent value wherever they might be.

Finally, Mr. Birch exhorted the Entry never to forget that they were serving their country and that they belonged to a service which, though new so far as traditions were concerned, was nevertheless one with a great history and one which was of paramount importance to the country today. He said that if they remembered that they belonged to a service vital in war and necessary for peace in the country they would be loyal to the service and a credit to the end.



Apprentices from Ceylon

Keystone

76th ENTRY CADETSHIP

Sgt.App. N. E. Trigg ... R.A.F. Henlow

76th ENTRY PRIZE-WINNERS

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

Sgt.App. N. E. Trigg

Pioneer Trophy (for the highest marks in all Technical Training Subjects)

Sgt.App. N. E. Trigg

Crebbin-Robinson Cup (for the best Trade Standards Practical Fitting Test)

Air.App. P. Round

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

Ldg.App. D. R. Carr-Hyde

Quinton Memorial Trophy (for the best Ex-A.T.C. Cadet)

Sgt.App. R. J. O. H. S. Wingrove

AIR MINISTRY PRIZES

Highest in Order of Merit, All Subjects

Sgt.App. N. E. Trigg

Highest in Order of Merit, Educational Subjects

First Prize: Cpl.App. K. F. Levett

Second Prize: Sgt.App. R. J. O. H. S. Wingrove

Third Prize: Sgt.App. N. E. Trigg

Best "Set Task", General Studies

Sgt.App. W. R. Kidd

Highest in Order of Merit, General Service Efficiency

First Prize: Sgt.App. W. A. Mugeridge

Second Prize: F.Sgt.App. E. W. Le Count

Third Prize: F.Sgt.App. T. R. Wilkinson

Highest Average for Practical Fitting over Three Year Course

Sgt.App. B. M. Gauhl

Best Tradesmen in Trade Standards Trade Test

Airframe Fitter 1st	Ldg.App. C. H. G. Dollery
Airframe Fitter 2nd	Air.App. D. Simcock
Armament Fitter	Air.App. D. G. Church
Electrical Fitter (Air)	Ldg.App. A. J. Riley
Electrical Fitter (Ground)	Cpl.App. E. B. Milner
Engine Fitter 1st	Sgt.App. N. E. Trigg
Engine Fitter 2nd	Air.App. P. A. Ling
Instrument Fitter (Nav.)	Air.App. B. H. Hughes
Instrument Fitter (Gen.)	Cpl.App. K. F. Levett

76th ENTRY POSTING LIST (in Order of Merit)

Trigg, N. E.	Awarded Technical Cadetship Cranwell. Promoted Sub- stantive Corporal.
Levett, K. F.	Lyneham. Promoted Substan- tive Corporal
Wingrove, R. J.	C.S.E West Raynham. Pro- moted Substantive Corporal
Moon, D. G.	St. Mawgan. Promoted Sub- stantive Corporal
Field, D.	228 O.C.U. Leeming. Pro- moted Substantive Corporal
Milner, E. B.	Linton-on-Ouse. Promoted Substantive Corporal
Fawcett, J. C.	Upwood. Promoted Substan- tive Corporal
Warner, R. W.	Honington

Clinch, G. A.	Upwood. Promoted Substantive Corporal	Tasker, J. G. D.	F.E.A.F.
Jago, T. G.	Boscombe Down	Hall, D.	Dishforth
Lovett, C. D.	Lyneham. Promoted Substantive Corporal	Osborne, A.	Boscombe Down
Halls, K. J.	Boscombe Down	Randle, B.	F.E.A.F.
Moy, M. J.	M.E.A.F.	Stewart, D.	St. Athan
Hughes, B. H.	Chivenor	Williams, R. J.	Abingdon
Argent, A. J.	Marham	Underwood, J. M.	F.E.A.F.
Carr-Hyde, D. R.	Honington. Promoted Substantive Corporal	Malowney, R. S. A.	Lyneham
Dollery, C. H. G.	Boscombe Down	Owen, B. H.	St. Athan
Holmwood, R. V.	Boscombe Down. Promoted Substantive Corporal	Watts, R. B. R.	Manby
Reynolds, W. H.	Marham. Promoted Substantive Corporal	Wale, B. D.	Odiham
Lusher, P.	Abingdon	Partridge, A.	Colerne
Wilkinson, T. R.	Kinloss	Allen, D.	Honington
Barnett, G. H.	F.E.A.F.	Hoskins, B. F.	Boscombe Down
Davis, R. M.	Kinloss	Johnson, B. E.	Waddington
Elkins, R. E.	Abingdon. Promoted Substantive Corporal	Petty, B. M.	Lyneham
Lines, D. J.	St. Athan	Goodwin, B.	Lyneham
Kidd, W. R.	Honington	Abaywardana, P. P.	2nd T.A.F.
Charlton, D. J.	Wittering	Kendall, J. B.	F.E.A.F.
Church, D. G.	2nd T.A.F.	Kelly, I. P.	Aldergrove
Stanley, D. J.	Wittering	Nethercott, T. V.	2nd T.A.F.
Hayhurst, K. A.	F.E.A.F.	Bardsley, J.	Ballykelly
Rushworth, E.	St. Athan	Harle, A. B.	F.E.A.F.
Harvey, R.	St. Mawgan	Aitken, M. I.	Linton-on-Ouse
Cole, M. R.	Honington	North, M. J.	St. Athan
Ling, P. A.	2nd T.A.F.	Allen, R. E.	F.E.A.F.
Upton, G. M.	Upwood	Terry, D. J.	Honington
Smith, B.	F.E.A.F.	Biggar, J. R.	St. Athan
Hunter, W. F.	Colerne	Read, M. E. J.	Chivenor
Brooks, D. E.	Cranwell	Taylor, J.	Honington
Dorman-Jackson, C. I.	Aldergrove	Drake, J. R.	Chivenor
Wilson, E.	Waddington	Gibbens, S. W.	Honington
Davis, M. J.	Wittering	Austwick, A. G.	F.E.A.F.
Enticott, N. R.	F.E.A.F.	Inglis, J.	F.E.A.F.
Hobbs, B. J.	N. Luffenham	Richards, G. K.	St. Athan
Smith, D. C.	F.E.A.F.	Morris, D. A.	Boscombe Down
Mackenzie, A. G.	M.E.A.F.	Neary, D. L. K.	2nd T.A.F.
Ruddle, D. C.	Lyneham	Cooper, L.	2nd T.A.F.
Richards, G. J.	F.E.A.F.	Piggott, N. A.	St. Athan
Clapp, D. C. J.	Pembroke Dock	Gandy, J. E. J.	2nd T.A.F.
Pickles, J. E.	Boscombe Down	Berry, M. J.	Wattisham
Alexander, B.	Boscombe Down	Cox, S.	Watton
Riley, A. J. F.	2nd T.A.F.	Sherwood, M. L.	F.E.A.F.
Walton, S. C.	Colerne	Simcock, D.	F.E.A.F.
Gauhl, B. M.	M.E.A.F.	Haxby, G.	Watton
Poole, E. E.	F.E.A.F.	Voller, R. D.	Boscombe Down
Aldred, E. A.	St. Athan	Niblett, K.	M.E.A.F.
Hayman, B. J.	Wyton	Payne, T. J.	Colerne
Pragnell, D. J.	St. Athan	Gimblett, T. A.	Chivenor
Littlefair, T. C.	Wittering	Petherick, W. H.	St. Athan
Muggeridge, W. A.	Boscombe Down	Cook, A. W. C.	Abingdon
Nunn, R. J.	Boscombe Down	Joyce, K. V.	F.E.A.F.
Oke, G. J.	Boscombe Down	Smith, T.	2nd T.A.F.
Baker, K. E. G.	Lyneham	Bolton-Smith, G.	F.E.A.F.
Bryant, A. J.	F.E.A.F.	Oliver, J. F.	St. Eval
Downing, B. J.	2nd T.A.F.	Baily, T. C.	2nd T.A.F.
Le Count, E. W.	Leuchars	Harris, P. J.	Upwood
Ward, J.	Manby	Rodger, W. W.	Kinloss
Wilkinson, J. J.	Boscombe Down	Whitten, A. C.	Awaiting Compassionate Posting
Philpott, D. M.	F.E.A.F.	Sales, K. L.	2nd T.A.F.
Chard, M.	F.E.A.F.	Lewis, E. P.	Lyneham
Gattrell, R. L. B.	Boscombe Down	Spiller, J. W. F.	North Weald
Pudge, D. J.	Upwood	Quinn, C. M.	Lyneham
Bowley, D. A.	St. Athan	Stevens, E. E.	2nd T.A.F.
Petersen, G. S.	F.E.A.F.	Fryer, G. R. J.	2nd T.A.F.
Turner, M.	2nd T.A.F.	Betteridge, J. A.	Lyneham
Barnes, T.	2nd T.A.F.	Lilley, A. L.	F.E.A.F.
Green, G.	2nd T.A.F.	Rees, G. S.	F.E.A.F.
Busby, J. I.	F.E.A.F.	Hunt, K. N.	F.E.A.F.
Kinnear, R. B.	2nd T.A.F.	King, M. W.	F.E.A.F.
Marshall, W. R.	M.E.A.F.	Staples, W. A.	Manby
Hobby, T. D.	2nd T.A.F.	Williams, B. A.	R.A.F. College, Cranwell
Richie, J. A.	F.E.A.F.	Burns, R. C.	2nd T.A.F.
Collins, J. A.	Colerne	Hopkins, M. C.	Wittering
De Costa, N. A.	F.E.A.F.	Carpenter, G.	2nd T.A.F.
Rees, C. F. W.	M.E.A.F.	Newlyn, B. H.	St. Athan
Gardiner, A.	F.E.A.F.	Paul, J.	2nd T.A.F.
Gray, M. J.	F.E.A.F.	Round, P.	Watton
Thompson, P. M.	St. Athan	Mitchell, I.	Upwood
Ray, G. W.	2nd T.A.F.	Bushell, G. J.	F.E.A.F.
Hamblett, F. S.	St. Athan	West, J. E.	Lyneham
Landsborough, N. S.	F.E.A.F.	Taylor, J. K.	Honington
Rampley, R. E.	Watton	Warton, D. S.	Lyneham
		Davey, M. W.	F.E.A.F.
		Male, M. W.	2nd T.A.F.
		Brown, D. J.	Honington
		Putnam, F. A.	
		Johnson, T. J.	

180 Railston, B. A.
Hayman, D. J.
Murrell, J. E.
Freeman, P. J.
Lewis, B.
Mathis, J. R. C.
Smith, I. S.
Bull, D. M.
Burrows, D. J.
Emms, B.
190 Perera, G. R.
Newson, I. J.
Long, J. E. C.
Brett, L. J.

St. Athan
Pembray
F.E.A.F.
2nd T.A.F.
2nd T.A.F.
Marham
Boscombe Down
F.E.A.F.
2nd T.A.F.

Lyneham
Marham
St. Athan

Randall, P. V.
Smith, J. R.
Jory, B. D. W.
Lovegrove, G. B.
Brown, A. R. G.
Dibbs, T.
200 Deacon, G. R.
Reece, B.
O'Dowd, R. E.
Baker, J.
Swatton, R. D.
206 Sells, R. F.
Couchman, R. J.

St. Athan
St. Athan
2nd T.A.F.
St. Athan
Marham
F.E.A.F.
F.E.A.F.
F.E.A.F.
Colerne
Lyneham
Ballykelly
Pembroke Dock
St. Mawgan

76th ENTRY SPORTS AWARDS

SCHOOL COLOUR AWARDS

Shooting

A.A. Couchman, R. J. . . . 1956
A.A. Alexander, B. . . . 1956
S.A.A. Wingrove, R. J. O. H. S. 1955/56

Fencing

S.A.A. Dorman-Jackson, C. I. 1956
S.A.A. Kidd, W. R. . . . 1956
A.A. Berry, M. J. . . . 1956
A.A. Hunter, W. F. . . . 1956
A.A. Mitchell, I. . . . 1956

Tennis

A.A. Williams, B. A. . . . 1956

Soccer

C.A.A. Taylor, J. K. . . . 1956

Rugby

S.A.A. Oke, G. J. . . . 1956
L.A.A. Reece, B. . . . 1956
C.A.A. Ruddle, D. C. . . . 1956

Athletics

C.A.A. Baker, K. E. G. . . . 1954/55

Basketball

S.A.A. Walton, S. C. . . . 1956

Boxing

C.A.A. Baker, K. E. G. . . . 1954/55/56
S.A.A. Muggeridge, W. A. . . . 1954/55/56
A.A. Burns, R. C. . . . 1956

Cricket

A.A. Brown, D. J. . . . 1956
A.A. Brett, L. J. . . . 1955/56

Hockey

C.A.A. Quinn, C. M. . . . 1954/55/56

offices in various capacities—a teacher at Staff College—a student at the Imperial Defence College—Commandant of a Staff College in Australia; staff officer at a Command Headquarters and now again in the Air Ministry.

What does it all add up to in retrospect? Overall, a happy and satisfying period with a diversity of interesting jobs and a very wide

view of the world with a knowledge of “what makes it tick.”

At the beginning of it all lies the memory of the three years at Halton and although I am not saying that I would “do it again” I am sure we would all agree it is “a very good thing to have done.”

LOOKING FORWARD

By 589379 S. A. A. Trigg

Before I look forward, I should like to pause to thank all the people who have helped me reach my present position. Without their help, patience and guidance the road would have been impassable.

Looking forward is inclined to be a little fictitious unless we find out the possibilities of the future. In my case there are certain definite landmarks.

In October this year, I shall begin a three year course at Henlow. This course is a vast continuation of my training at Halton. I must pass from an Ordinary National level, to a Higher National with Diploma and Associate Member of the Institute of Mechanical Engineers standard.

There are two streams at Henlow which work side by side for the first year. These are, the “University” and the “Henlow” streams. Ex-Halton Apprentices are placed in the “Henlow” stream and spend their three years training at Henlow. However if they reach a high standard in this year they may be transferred to the University stream.

As we all know, the primary function of the Royal Air Force is to fly. Cadets who are fit, and willing to fly, are given instruction with the aim of obtaining their “Wings”. They do not reach this standard until they have passed out from Henlow, and passed through a Flying Training School.

Unfortunately I am unfit for flying, so my air experience at Henlow will be limited. My flying will entail instruction on the functioning of equipment in the air, and airborne familiarisation flights.

During the training the cadets will be attached to R.A.F. Units and Civilian firms to further their education. This, I believe, is excellent because the more we know of the

functioning of each component, the greater is our understanding of the complete unit.

The Technical Officer in the Royal Air Force is not only a Technical Adviser, but invariably he is called upon to command men. To this end, cadets are instructed in the duties and responsibilities of an officer.

So far I have only spoken about Henlow, but in looking ahead, I should widen my field and give you an idea of my ambition.

It is to reach the highest possible and perhaps have the honour to write the ‘Looking Back’ part of this article in a future issue.

To do this will require a great deal of hard work and patience. Some people gain superiority by being pure Egoists. They build themselves up by pushing others down. I pray no one will have cause to say this of me.

In my life I shall see great changes in the mode of flight and the source of power. Guided aircraft will be used extensively, and who knows when Atomic Power will be harnessed to serve man in the Aeronautical field? I hope it will be my privilege to work on the research and development of this type of power plant.

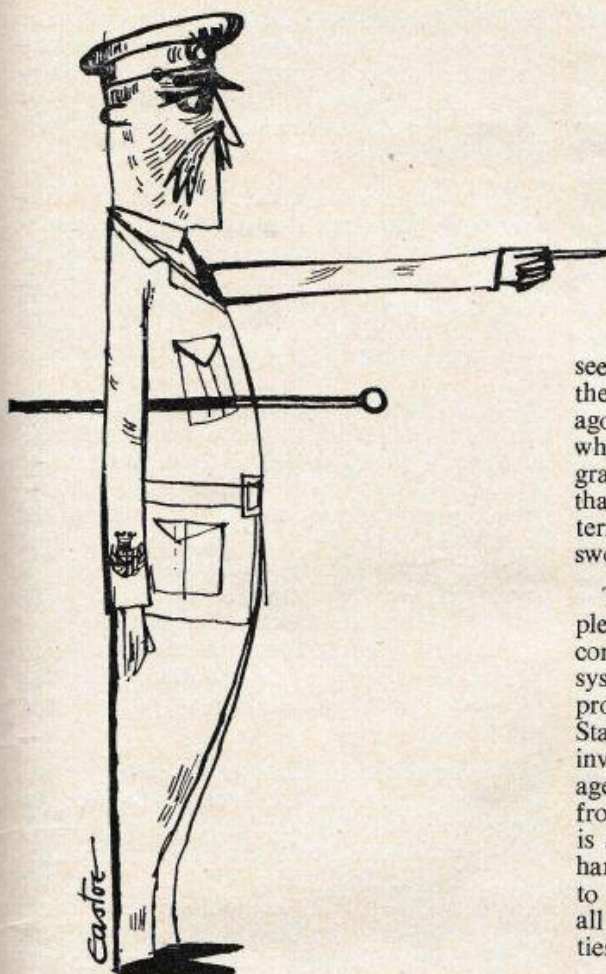
I shall travel wherever my work leads me, be it England, the Middle East, the Far East, Canada or even America.

In conclusion I would like to say this to all those who are either contemplating joining or actually serving as Apprentices, that even though the future seems cloaked in the veils of time, always look towards it. Live in the present and work for the future. Never look back; the past is a foundation for our character, but no matter how much we brood in our memories, we cannot alter them. The door behind us is sealed; it is the one in front which will reveal our destiny, if we will only make the effort to open it.



S.A.A. Trigg receiving his prizes from the Secretary of State for Air

Keystone



NO. 1(A) WING

One has only to be the writer of these notes to realise how quickly the seasons pass and to recall the simple but significant fact that Time waits for no man. Least of all does it wait for Apprentices with a lazy turn of mind. It is only natural, therefore, that at the beginning of another new year, our younger readers should be reminded to renew their resolution to get down to it in good time, and also to remember that what seems at the start to be three interminable years will come to an end long before they have accomplished all they intended to do at their induction. Other readers, not so young, should

CURRENT EVENTS

see that they take steps immediately to avoid the foolish mistake obviously made some time ago by a member of the 77th Entry who, when asked recently if he was confident of graduating successfully at Easter, remarked that now he had reached his ninth and last term he would really have to do some serious swotting. Be seeing *you* later, Alligator!

The beginning of 1957 also marks the completion of our first year under what is now commonly known as the Nine-way Split. This system, probably still disliked by many, has produced its compensations from the Wing's Staff viewpoint, despite all the extra work involved. Some say that the system encourages isolationism and prevents Apprentices from getting to know each other. Surely this is a case in which the remedy is in our own hands. It is an open challenge to everyone to get around, mix more and enter more into all forms of sport and Halton Society activities, which are here for the asking.

With the ending of the term at Christmas we witnessed the graduation of the 76th Entry, who were honoured to have as their Reviewing Officer the Secretary of State for Air, the Right Hon. Nigel Birch, O.B.E., M.P. Our good wishes go with all those who graduated successfully and especially to C/A/A G. A. Clinch, Engine Fitter, of No. 2 Squadron, who gained the substantive rank of Corporal Technician.

On 7th October, 1956, twelve more Venezuelans arrived to join their compatriots in No. 3 Squadron, and we note with pleasure how well and how quickly they have settled down. The general conduct and turnout of the original few seem to progress well from day to day; we are informed that on one occasion Apprentice Paz excelled himself by

being declared the smartest lad on Parade! No. 3 Squadron only, of course!

In November, the Commanding Officer and Officers of the Wing were joined by the O.C. Technical Wing and Squadron Leader Gaire (Engineering Squadron), in entertaining the Wing Warrant Officer and his Senior N.C.O.s, together with the Technical Warrant Officer and Senior N.C.O.s affiliated to No. 1 Wing, at a Games Evening in the Officers' Lawn Tennis Club. A very enjoyable evening was spent by everyone present. Its success was due in no small measure to the excellent arrangements made by Flt. Lt. J. V. Doyle, our Wing Equipment Officer, who, we regret to say, is to leave us at the end of January.

As Christmas approached, No. 1 Wing was this year associated with the Annual 78th Entry's Christmas Party, held in No. 3 Wing N.A.A.F.I., for the Orphaned Children of Aylesbury and district. In this, C/A/A Madge of No. 2 Squadron played a prominent part in helping with the necessary arrangements. We are also proud to be able to mention the very fine effort made by the occupants of No. 12 Block, No. 1 Squadron, who collected approximately £25 with which they were able to provide 36 Old Age Pensioners of Wendover with a well provisioned Christmas Hamper. Last, but not least in order of merit, was the wonderful effort of the Apprentices of all Wings in collecting the sum of £234 for Hungarian Relief.

In the field of sport, we were sadly disappointed not to have taken the B.K. Trophy as we did last year. However, our congratulations are extended to No. 3 Wing, who just pipped us on the post. In all aspects of inter-Flight sport, including a Drill Competition, throughout the year, pride of place goes to No. 1 Flight, No. 2 Squadron, who gained 72 points out of a possible 101. This was a

worthy effort indeed, and all participants are to be congratulated. And while we are in the mood, let us not forget the Pipe Band. They are to be congratulated for winning the competition for the second time running. They time to perfection, so it is said.

Returning from Christmas leave, the Wing heard the good news concerning the promotion of Wing Commander W. D. G. Watkins, D.S.O., D.F.C., D.F.M., to the rank of Group Captain. Everyone will no doubt wish to join in extending to the C.O. heartiest congratulations and best wishes for the future.

With regard to recent movements among the permanent staff, we record the transfer of Fg. Off. Pluck from No. 3 Squadron to No. 1 Squadron and welcome Flt. Lt. Harrison-Broadley as his successor in No. 3 Squadron. It is with regret that, all too soon after his transfer from No. 1 Squadron to No. 2 Squadron, we now lose Flt. Lt. Hunn, who has taken over the duties of Station Engineering Officer. Flt. Lt. Hunn is due to retire in August of this year, so our best wishes for the future go with him from all of us in No. 1 Wing.

Among our staff N.C.O.s we welcome Flt. Sgt. Scally from R.A.F. Bircham Newton to take over No. 3 Squadron, and Flt. Sgt. Bell, who comes from the Station Staff, as our No. 1 P.T.I. Flt. Sgt. Sully, who has been the bulwark of our P.T. Section for quite some time has left us for R.A.F. St. Athan. We see his going with regret and feel that he will be sorely missed throughout the whole Wing, and most of all by all our budding boxers. Thank you, Flight Sergeant, and the best of luck. Last, but not least, we welcome Corporal Meadows from R.A.F. West Kirby, who joins the Wing as a very efficient Drill Instructor. We hope his stay with us will be a very pleasant and profitable one.

NO. 2(A) WING NOTES

Since our last Wing Notes we have said farewell to the 76th Entry, and welcome to the 85th Entry; the former looking back over the last three years with relief, and the latter looking forward, with some trepidation, to their education as Apprentices in the Royal Air Force. We hope that they will benefit from the good advice of the more senior

entries and enjoy a happy and informative stay at Halton.

No. 2 Apprentice Wing was well represented among the executive posts at the 76th Entry graduation parade, and we would like to congratulate the Apprentices of that Entry who passed out as substantive corporals,

namely Sergeant Apprentices Wingrove, Levitt, Field and Reynolds, and hope that many other No. 2 Wing Apprentices will follow suit. We would also like to congratulate Sergeant Apprentice R. J. O. H. S. Wingrove on winning the Quinton Memorial Trophy.

There have been quite a number of changes in the Wing Staff since the last notes. No. 1 Squadron has had an almost complete change of personnel. Squadron Leader G. R. Candy, who has commanded No. 1 Squadron for the past year and will be remembered also for his work as P.A.M.C., has gone to the Workshops to take command of the Electrical and Instrument Trade Training Section. His successor, Squadron Leader F. E. E. Truscott, M.B.E., is an ex-member of 14th Entry at Halton and will, no doubt, be well aware of many advantages offered to an Apprentice. Flight Lieutenant J. V. Jones arrived from R.A.F. Church Fenton in November to take a vacant Flight Commander post in No. 1 Squadron, and Flying Officer J. Macdonald arrived from Hafover in December to replace Flight Lieutenant S. C. Matthews upon his retirement. We would like to wish Flight Lieutenant Matthews a happy retirement, and speedy promotion in his new position at Vickers-Armstrong Ltd. Another well known figure, that of Flying Officer N. E. C. Dear,

the Wing P.F.O., was to be seen moving rapidly in the direction of R.A.F. Worksop on the 3rd January. Pilot Officer W. F. Hughes has left the Wing, but not the Station, for he is now Personal Assistant to the Commandant. His replacement, Pilot Officer P. V. Lloyd arrived on the 5th January.

We did very well in the Bands Competition, once again winning three of the four awards, namely, Wing Trumpeters, Trumpet C. A. A. J. Mckeever, of No. 1 Squadron; Commandant Trumpeter A. A. D. Hardy of No. 2 Squadron; and winner of the Drum Major's Sash A. A. J. Squires of No. 2 Squadron. We would like to congratulate all of the Apprentices concerned on maintaining their very high standard, and to wish them good luck in the next competitions, when it is expected that they will win all four of the awards. F. S. Lenz has worked very hard in drilling the band and he is to be congratulated on their success.

The Autumn Term Inter-Wing Barrington-Kennett Trophy Competitions were a "dead-Heat" between all three Wings up to the Basketball competition and we were most disappointed to lose both the Senior and Junior Finals. However, this has merely given us greater determination to carry off both the Senior and Junior Trophies in the future.

NO. 3 (APPRENTICE) WING

During the Autumn Term we said goodbye to Wg. Cdr. W. J. Brinn, D.F.C., D.F.M. and welcomed Wg. Cdr. P. Peters, O.B.E., D.F.C., as Officer Commanding. It is hoped Wg. Cdr. Peters will have a happy tour at Halton, and that the Wing will prosper under his guidance.

To No. 1 Squadron we welcome Sqn. Ldr. A. Powell who hails from "down under", and we wish him a pleasant stay.

Further changes in staff have resulted in Flt. Lt. J. Beattie leaving the Initial Training Flight for the Workshops instrument section, Plt. Off. Northway replacing him in the I.T.F. Another pending move at the time of writing is that of Flt. Lt. C. Domoney from No. 1 Squadron to the workshops. We trust that both these officers will maintain an active interest in the affairs of No. 3 (A) Wing.

Graduation Day, December 19th, 1956, saw a very smart parade by the 76th Entry, who appeared to put that "little extra" into their drill. We wish this entry "God Speed" on their new venture, and congratulate most sincerely Corporal Trigg on his being awarded a Cadetship at the Technical College, Henlow. His winning of five prizes, one for being the best allround Apprentice of his entry, is certainly a fine example for junior entries to follow.

In the sporting sphere, an inter-Flight boxing competition was held in the Burnett Gymnasium. Some very fine bouts were witnessed, and, if not all were very skilful, spirit was not wanting. The competition was won by 'B' Flight, No. 3 Squadron, and it proved to be a good warming up bout for the B. K. Trophy, as we won the Senior but lost the Junior Competition.

The Sigrist Boxing tournament then followed, this being the Apprentice and Boy Entrants' team and individual senior competition. Full marks must go to Cpl. Robbins, the trainer, Sgt. Beeney the manager, and the boxers for being placed third out of seven.

Our congratulations to F. S. Hearn and Sgt. Hay on their success in the recent G.C.E. examinations, and being detached to Hereford for a twelve week Advanced Admin. Course. During the absence of Sgt. Hay, Lewis the goat now comes under the watchful eye of Sgt. Beeney, no doubt we may find Lewis complete with boxing gloves on future Commandant's Parades.

The Initial Training Flight has now seen two entries through to the Squadrons, and if the marching of the 84th Entry is a guide, then we can expect much of this particular entry. They have settled down exceedingly well in Schools and Workshops, and on the sportsfields are showing fine progress. Plt. Off. Northway and Cpl. McDonals are to be congratulated in turning out a first class Rugby side with a fine spirit. Their keenness

and willingness to learn are two attributes which savour well for future Wing Rugby.

Cross country runners will regret that Flt. Lt. C. Domoney is leaving the Wing, but no doubt he will still organise their runs and be as enthusiastic as before. Congratulations to the Wing Junior Cross-Country team in winning the B.K. Trophy, and to the various Flight teams who train so religiously for this sport.

The Cock O'The Walk Sports Trophy was shared by 'A' and 'B' Flights, No. 1 Squadron. The various winners in the competitions being, Hockey: 'C' Flight, No. 1 Squadron; Basketball: 'B' Flight, No. 2 Squadron; Soccer, Div. I: 'B' Flight, No. 1 Squadron; Soccer, Div. II: 'A' Flight, No. 3 Squadron; Cross-country: 'A' Flight, No. 1 Squadron.

Soon we shall be making preparations for the Initial Training Flight to receive the 85th Entry, and for the graduation of the 77th Entry. To the former we say, work hard and play hard during your Apprenticeship, and we wish the 77th Entry all they would wish for themselves.

TECHNICAL TRAINING WING

HEADQUARTERS SQUADRON

We record with regret the posting of Flight Lieutenant J. Higgs, our efficient and popular Adjutant and welcome his successor Flight Lieutenant C. L. Domoney into the fold. Both postings are internal as the Adjutant takes over the Trade Standards and Test Section on the Station, and Flight Lieutenant Domoney is already an old stager, as he has just completed a tour of duty as a Flight Commander in No. 3(A) Wing.

AIRCRAFT ENGINEERING SQUADRON

Airframe Fitter Flight

It is unusual for us to report that no major changes in training equipment or syllabus content have taken place during the whole term, but such is the case this time. No doubt this is only a temporary lull and the New Year will put matters back to normal and show further changes in keeping our training up-to-date.

There have been, however, a few changes amongst the staff. We welcome back to the Section, Mr. H. Jones, who has returned after many years' attachment at Aston Down, Gloucestershire. Corporal Barnard joins us as a new instructor and we hope that he will enjoy his change of work. We have said farewell to Sergeant Pinkstone, who has been with us many years and whose wanderings took him into many other fields of activity at Halton. We understand that he is joining the Trades Standards Section at Kirkham, so we will be seeing him here again at graduation time.

We are pleased to notice that Mr. Siever has received promotion to Flight Lieutenant in the A.T.C. and has been appointed as the Officer Commanding the Aylesbury Squadron.

It was hoped that Venom aircraft would by now have replaced our very venerable Vampires and that the Machine Shop would have been operative. No such luck, for the

Venoms have not yet arrived and we are patiently waiting for aircraft in Bay 1, so that Machine Shop practice may be included in the training curriculum. The 77th Entry will be taking the Swift aircraft as the advanced type for their graduation examination and our Meteors are therefore due for relegation to the Aircraft Repair Phase.

Our congratulations are given to A/A Jackson of the 78th Entry, who received the Instructors' Progress Shield from the Station Commander on Thursday, 13th December, 1956.

Engine Fitter Flight

Training has proceeded fairly normally this term without any major events taking place in the Flight but there are one or two matters which must be noted.

The 76th Entry have done very well on Graduation with an overall average of 71.5% and it is pleasant to note that we have rather more prize winners than usual and that the Crebbin-Robinson Cup remains with the Flight. Details will be found in the 76th Graduation Report, and we offer our congratulations to the Entry as a whole.

Early in December, Flight Lieutenant B. D. Austen was posted to Melksham and the staff and apprentices were sorry to see him go. He has run the Flight in an efficient manner and was always ready to study every aspect of Apprentice Training put to him. We are just as fortunate in having as the new Flight Commander, Flight Lieutenant B.H.P. Dauphin who is certainly no stranger to us. He has been in command of Training Control for the past two years and has rapidly picked up the ropes in the Engine Flight. We all wish him a happy tour.

Since the last issue, Corporal Baker has returned to civilian life and has been absorbed into the Aircraft industry. Good luck to him. On the other hand, Chief Technician Mack has joined us from Tripoli (again no stranger to Halton as he was with us in 1948), and Corporal Howes has joined us from Hemswell. Now to the civilian instructors, where we must record with regret the retirement of Mr. L. H. Page, who came to us about two years ago from St. Athan and has now taken an appointment at Henlow, which will enable him to enjoy his home at Shefford, and Mr. C. A. Rollings who also

retires after 33 years as an Instructor. How many trainees does an Instructor deal with in 33 years? Mr. J. T. W. Petty has also retired on medical grounds. An old head wound has troubled him for many years and he has been very unwell since he collapsed in the Workshops last March. We will miss these Instructors very much and they have, without exception, given good service. We thank them and wish them well in the future.

"Operation Classroom" forges ahead and preliminary work on the strip lighting installation has commenced. We also note with mixed feelings that painting has commenced in the Armament Workshop territory, so presumably we shall suffer a certain amount of discomfort and upheaval when our turn comes.

The 77th Entry is now approaching the culmination of three years' work and will soon begin their useful service career; they have time, coupled with hard work, to beat the excellent standards set by the 76th Entry. We look to you for a better than 71.5% average.

ELECTRICAL AND INSTRUMENT SQUADRON

Electrical Fitter Flight

Any reports there may be from the 'E' section of the Electrical and Instrument Squadron must be overshadowed by the posting of Chief Technician Ormerod of the Instrument Section, who has become so well known to all who have passed through Halton from the 45th Entry onwards—he also made fame through certain escapades with a succession of goats, particularly Lewis II. Anyway, we wish him the best of luck in his new venture.

Squadron Leader Sloper also leaves us rather prematurely to tackle an extended course at Henlow—is the intention to improve his status as a High Disciple of Faraday, or to weaken his undoubted ability in order that he may qualify for the Armament branch? Many ex-2(A) Wing apprentices will have their own ideas as to whether they "got away in time" because we welcome Squadron Leader Candy from the Wing to take up office as O.C., Electrical and Instrument, with the knowledge that he joins us with the interest and enthusiasm to keep our progress and development moving forward. All instructors are now keeping themselves busy

developing 'gadgets' to make the training a little more interesting, and each term finds us with something new and more under way.

The graduation of the 76th Entry brought a very good result and they are to be congratulated upon the work they put in to achieve this—let us hope that they are now reaping the benefit from their training and have no complaints about their postings.

On the staff side we have been reinforced by the arrival of Corporals Pryce and Streetin, and the return of Cpl. Higgins, all from the School at Weeton. The romance of Senior Technician Brookes varies as does the pendulum of a clock, but it would not need a high powered salesman to sell the O.C. Flight a twin-set for they will certainly be needed in the very near future. Mr. Poole and Mr. Webster are now well established as part-time schoolmasters with the integrated syllabus—designs for special badges will be welcome.

Next term we shall be able to pension off the glow-worms that have served us so well during the winter months, the A.C. is about to be connected and then will follow the "trial by the painters" before we are able to settle down to something like a regular and fairly comfortable routine.

Instrument Fitter Flight

At the same time as these notes go to press we are saying goodbye to one of our stalwarts in the person of Chief Technician Ormerod who has graced this scene for almost eleven years. Possessed of a delightful sense of humour he will be greatly missed; our loss is the gain of Royal Air Force Ringway. We have also lost Sergeant Brown, another great member of the staff. A very keen sportsman, Sergeant Brown is now serving Wunstorf with 2nd T.A.F. Jolly good luck to them both!

During the term Flt. Lt. J. Clift left us for Headquarters Home Command. We hope that his "IN" tray is now down to normal proportions. A warm welcome is extended to his successor Flt. Lt. J. Beattie who has joined us from No. 3 Wing.

Mr. Clapham who recently joined the staff is to be congratulated on a "C. of M." on the S.T.O.M. course, as also is Cpl. Scott on his recent promotion.

These notes would not be complete without reference to the departure of Squadron Leader Sloper, the O.C., E. & I. Squadron. His twelve months with us have been all too brief, but what he has accomplished with a little quiet drive will be felt in the squadron for years. When his two years at Henlow are over he is to have special permission to grow "long hair." His successor is to be Squadron Leader R. Candy, already well known on the station as a Squadron Commander in No. 2 Wing. It is noted that the recent Squadron and Flight Commander vacancies have been filled by Officers posted in from the Wings and our congratulations are offered on their rise to higher things.

We wish the 76th Entry every success on their new stations. To those who did not quite make the grade, better luck next time.

The 84th entry have already made a good impression on us. Keep it up.

Is it true that we are to have a special "integration" tie?

ARMAMENT ENGINEERING SQUADRON

The Armament Squadron Staff have remained reasonably static during the recent months. Chief Technician Phillpot has left us, bound for Germany, and small bore shooting at Halton has lost a keen, hard-working enthusiast. We wish him every success in his new posting. The 76th Entry did not disappoint us in their Graduation examinations results, which proved them to be above average as an entry. The Armament Fitters had their share of the honours on the Passing Out list, S.A.A. Mugeridge and F.S.A.A. Wilkinson being 1st and 3rd respectively in General Service Efficiency. Our congratulations go to A.A. Church for passing out as the top Armament tradesman. We wish the 76th Entry every success in their future careers in the service, and no doubt many of them are destined to achieve great things in the exciting new field of the missile age.

The news that Armament tradesmen are to receive initial training to enable them to prepare the new weapons coming into the service has caused great excitement throughout the squadron, and the office is knee deep in applications for the first courses. We hope

it will not be long before we are also allowed to train Aircraft Apprentices for the work in which they must play a leading part in the future Royal Air Force. The service needs the best material for this task—we have it here.

The strip lighting has now been installed in the Armament Workshops, but due to deficiencies in switch gear, we cannot have it all on at once. Never mind, we will probably get some potential night fighter pilots from the classes in the south end of Bay 10. The decorators have started removing the "Dust of ages" in Bay 11 prior to painting. Soon we will not know ourselves in the Armament Squadron—or each other, if they disturb much more debris. Incidentally, the decorators themselves provide an interesting study of "Still Life"—it looks as if they have come to stay.

We welcome the 84th Entry to Halton, and we would like to think they are going to set new standards in smartness and technical efficiency, which will be an essential prerequisite for the "missile men" of the future.

AIRFIELD TRAINING SQUADRON

Once again we break through the rigours of another winter and are glad to see the subject matter of the "Cold Weather Precautions" lesson take a less realistic turn. The Airfield staff being of necessity highly mechanised, the fuel rationing has been a matter of some concern, so that any ideas of converting cycle racks to firewood have been shelved.

The change-over to Meteor 8's on the planned servicing phase was accomplished with greater smoothness than was expected; a

degree of realism is effected by retaining the aircraft's original Squadron insignia. The General Servicing phase has settled down to a tightly knit schedule of instruction on associated airfield techniques, which includes the provision for active marshalling practice and further flying experience for Apprentices in the Chipmunk aircraft. A breath of hope comes to the Mosquito hangar with the allocation of Canberra aircraft to the Armament and Instrument sections.

The Squadron staff continues to give enthusiastic support to many sporting activities. In particular they provided at least half of the Technical Wing soccer team, including the captain, Cpl. Elliott. We look forward to combining with the Armament Squadron again, at cricket, and retaining the No. 24 Group Inter-Section Cricket Cup which was brought to Halton last season under the captaincy of Sgt. Taylor, B.

We have suffered the inevitable losses of instructional staff, no doubt the greatest being that of Mr. Kingsmill, who leaves the instructional sphere for a post nearer "base." His many friends wish him the best of good fortune for the future. Our well wishes go with Sgt. Gilbert to Malta, Sgt. Hannay to Cornwall, Cpl. Taylor to the Far East, and Cpl. Davis to Malta.

We extend a warm welcome to Sgt. Spereall, Cpl. Payne, Cpl. Smart and Cpl. Perryman who have joined the instructional strength; and to J/Tech. Burley, S.A.C. Walmesley, L.A.C. Cudmore-Ray, L.A.C. Merryfields, L.A.C. Green joining Flying Flight, and L.A.C.W. Hudson for Air Traffic Control.

We wish every success to the 77th Entry on Graduation and in their future careers.

OBITUARY LEWIS

The death occurred during the afternoon of Thursday, 14th February, of Lewis the goat, for four years mascot of the Halton Apprentices. He was the victim of an internal ailment.

Lewis came to Halton when he was a kid-goat less than a year old. His first big parade was the occasion of the presentation of the Colour by Her Majesty the Queen. Lewis on this parade distinguished himself by sitting down: he was not at that time trained to that

degree of dignity which we came to take for granted in more recent times.

His death was sudden. On Wednesday, February 13th, he appeared to be perfectly healthy. There was nothing in his appearance to alarm his keepers. By Thursday morning, however, he had become sickly and during the afternoon he died.

Lewis was buried in the plot of land opposite No. 1 Block 3(A) Wing. The grave is to be provided with a memorial plaque.

Another success during the period was a Jumble Sale, which resulted in a contribution of £19 towards the cost of a new record player.

The weekly activities have been maintained. Particular mention should be made of the Sunday School, which has been growing in numbers under the care of a staff drawn from the ranks of wives, officers, and Apprentices. It is most encouraging to notice how vacancies caused by postings are filled by volunteers.

A new departure has been the formation of a Young People's Fellowship on Sundays fol-

lowing Sunday School. Padre Hamil has arranged a number of guest speakers for this new venture.

Mrs. Johnson has continued to give instruction in Scottish dancing, which has formed a very real part of the Church Community life.

The mention of Community makes a fitting summary of this short report, because here is the ideal for which we strive, and we are thankful that the members are drawn from all ranks, and from all sections of the Station (very notably including the Hospital).

Apprentice Schools

Since the start of the new training period in October of last year the Schools has been running under a slightly different organisation, Apprentices have been re-grouped in order to give a more logical basis to their training. Electrical, Instrument and Armament Fitters are now working together for basic studies in one department; Engine and Airframe Fitters are together in another; the third department in Schools is responsible for all instruction in the sciences appertaining to the different trades.

Another welcome development in Schools is the introduction of definite educational standards or "hurdles" at each stage of an Apprentice's training. The yearly examinations, which all must pass in order to continue with normal training, will play a more definite part in determining the future of Apprentices than they have in the past. It is felt that this challenge will be accepted by all, both teaching staff and Apprentices, and will lead to a general raising in standards.

A number of education officers have left us on posting or termination of service and they will all be missed for the contributions they made to the work and welfare of the Schools and the Station as a whole.

Flight Lieutenant Millward has transferred to the Provost Branch of the Royal Air Force,

on appointment to a permanent commission, and is posted to Bishopbriggs, near Glasgow.

Flight Lieutenant Bowcock has left the service and has joined Sir Alexander Gibb and Partners, the well known engineering firm. He will be particularly missed on the rugby field.

Flying Officer Craker, who will be remembered for his outstanding energy and enthusiasm, has gone into the research department of a firm which produces building materials in the Midlands.

Flying Officer Richards, who gave strong support to the Dramatic Society, has returned to Cambridge University to take up a Research Studentship.

To all these officers we offer our good wishes in their respective posts.

It is with much pleasure that we announce the establishment of an Air Ministry prize for the best Set Task completed by an Apprentice in the final year of training. This project which is part of the English and General Studies syllabus is a most valuable piece of sustained, individual work and we frequently receive many of high standard from the senior entry. The institution of this prize is most welcome for work which requires perseverance and initiative as well as academic ability.

TRIBUTE TO A.N.W.



The Studio

A small portable hand-wound gramophone with an electrical pick-up and 20 records, were the sole possessions of Apprentices Network when the system opened in 1951. Today, A.N.W. is the proud owner of a modern automatic record player and some 2,000 records.

On November 10th, 1951, Corporal Turner set out on the road to success with his old gramophone and a small selection of records. Among his staff in those days were S/A/A's Leeckings, 67th and Lees, 68th, C/A/A Ballamay and L/A/A's West, 68th and Light, 70th. The most popular programmes were those broadcast by the local Jazz Group. The recordings were made in the Astra Cinema during the interval on Sunday evenings. Among those of merit in the Jazz Group were F.S/A/A Gordon, 69th and A/A's Edwards, 67th, Francis, 70th and Whittaker, 69th. Another popular programme was the "Astra Show" which gave news and views of films to be seen at the cinema. This show is still going strong today.

Today A.N.W. plays music for every taste, from Mantovani's "The Immortal Classics" to the "Rock and Roll" of Bill Haley's Comets. The normal evening's entertainment lasts from eight o'clock to ten fifteen, and amongst the most popular items are the ghost stories of strange happenings at R.A.F. Halton.

It was a great blow when the 75th Entry left, for they had contributed a great deal towards the success of the network. Names which will be remembered are C/A/A's Hill and Martin, L/A/A's Norris and Dumfy and A/A Plestel. Another loss was A/A Nibblette who left with the 76th Entry. Those now in occupation are C/A/A's Bailey and Dumbleton, L/A/A Mack and A/A Clay, all of the 78th Entry. A/A Wright, 78th, presents an excellent programme of classical music on Tuesday evenings.

Six years of broadcasting is a great tribute to the skill and enterprise of Cpl. Turner.

L/A/A WARBURTON (79th).