

The Haltonian Magazine and the Daedalus

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Summer 1933

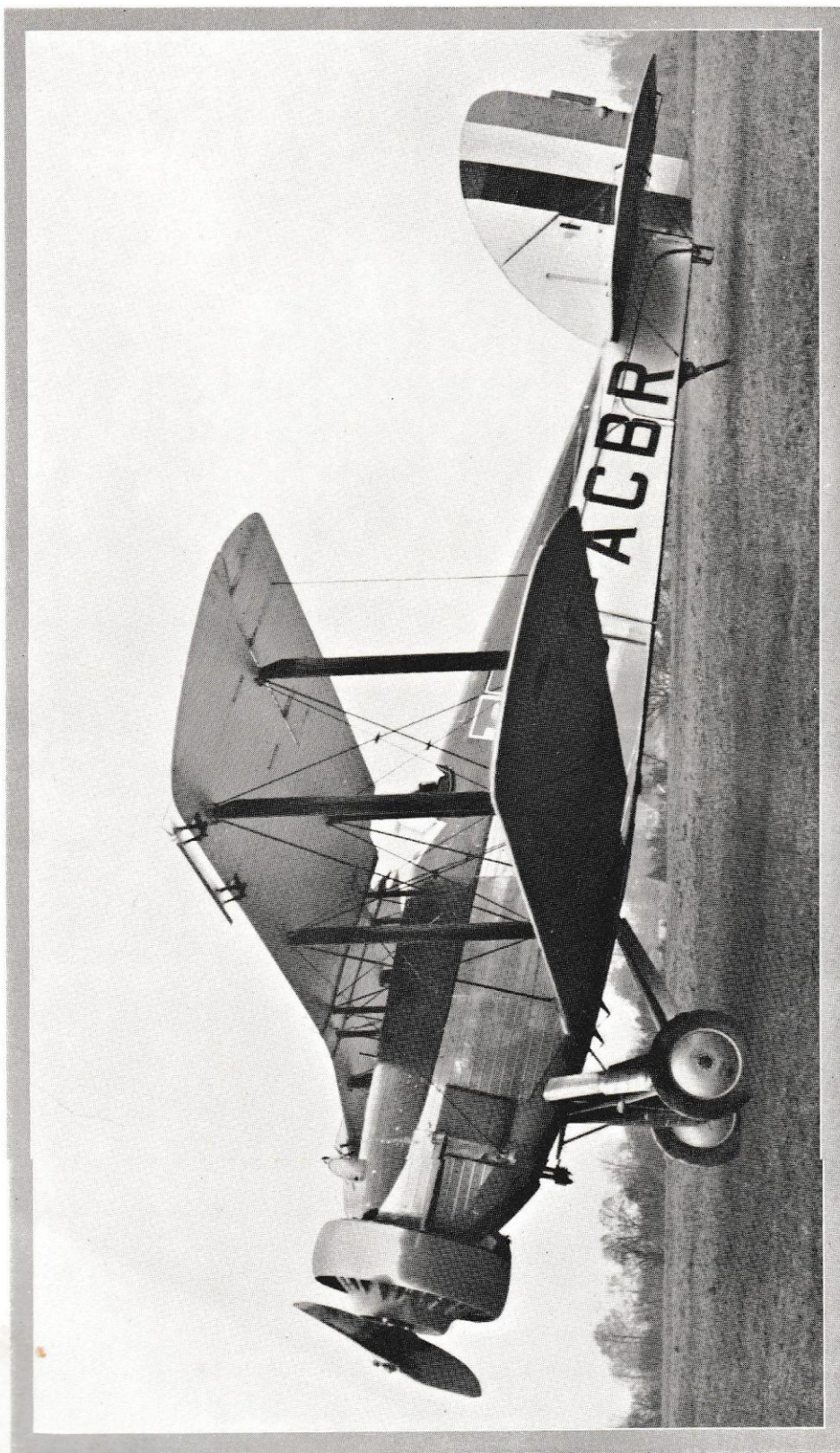
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THE
HALTON MAGAZINE
AND THE
DAEDALUS



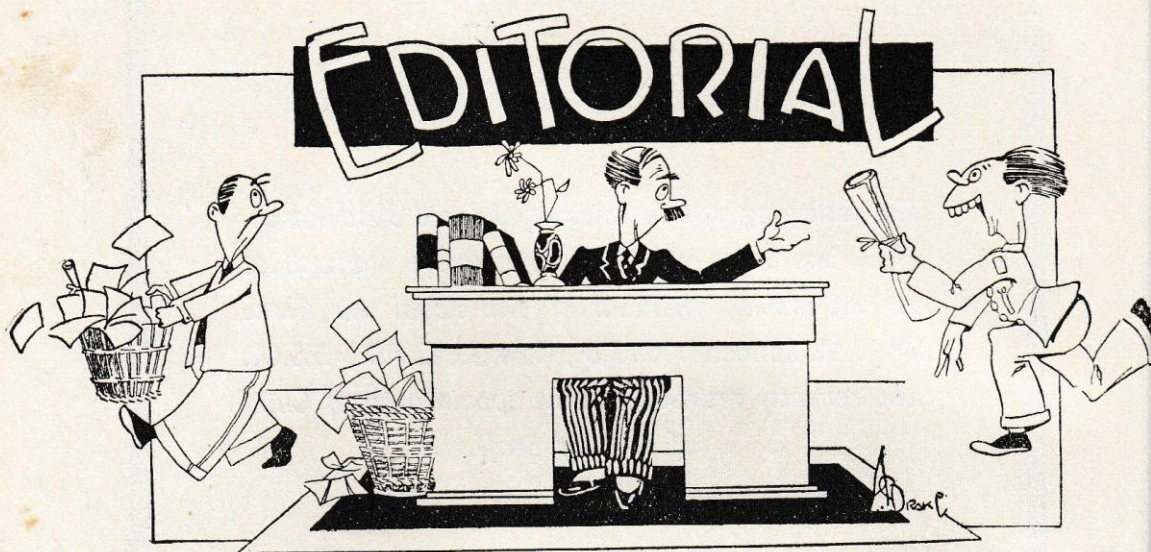
VOL. V, No. 1

SUMMER 1933



Westland Wallace used on the Houston Mount Everest Flight, fitted with Bristol Pegasus S. 3. engine

To face Title



WE wish to draw attention to the front page of this issue, which contains a special message addressed to Apprentices by Marshal of the Royal Air Force Sir John M. Salmond, immediately prior to his resignation of the post of Chief of the Air Staff.

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Twenty-one years ago this year by Order in Council of His Majesty the Royal Flying Corps—forerunner of the present Royal Air Force—came into being. If in the material progress from infancy to maturity difficulties, disappointments and set-backs have been encountered, in the growth of a service tradition no halt has been called. We, here at Halton, may be justly proud that we have played a part. Eight thousand ex-apprentices are now serving, and of them nearly one hundred have lost their lives in service. *Floreat domus.*

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Marshal of the Royal Air Force Sir John M. Salmond, G.C.B., C.M.G., C.V.O., D.S.O., entered the Army in 1901; became an Instructor at the Central Flying School in 1912; Director General of Military Aeronautics 1917. Receiving a permanent commission as Air Vice-Marshal R.A.F. in 1919 he commanded the force in Iraq in 1922, being promoted Air Marshal in 1923. He commanded A.D.G.B. from 1925-1928, was Air Member for Personnel in 1929, and became chief of the Air Staff in 1930.

* * * * *

We have to record with deep regret the death of Air Chief Marshal Sir W. Geoffrey Salmond, K.C.B., K.C.M.G., D.S.O. Air Chief Marshal Sir W. Geoffrey Salmond had been appointed just before his death as Chief of the Air Staff. His place has been taken by Air Chief Marshal Sir Edward L. Ellington, K.C.B., C.M.G., C.B.E., A.D.C.

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For once rumour has not proved a lying jade, and every one is delighted that there is to be no immediate change in the Command at Halton.

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We extend a hearty welcome to the members of the first Conversion Course who arrived at Halton this term. Of the thirty-one members, fourteen had

undergone an apprentice training at Cranwell, and two at Halton. As numbers increase we shall hope to see large numbers of ex-Halton apprentices back again.

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The requirements of the new trade of Fitter 1. have necessitated considerable changes in the training-syllabus. We believe that the initial difficulties have been successfully overcome and that the new routine is working well.

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We owe our readers an apology for our failure to include in this issue any photograph of Wing Commander F. Sowrey, D.S.O., M.C., A.F.C., who to everyone's regret, leaves us after commanding No. 2 Wing since April, 1930. We hope that he will send us another photograph in time for the next issue.

* * * * *

We extend a hearty welcome to Wing Commander C. N. Lowe, M.C., D.F.C., who comes to us from the R.A.F. College, Cranwell.

* * * * *

Our best congratulations to the following of the 21st Entry on selection to Cadetships at the R.A.F. College, Cranwell: L. C. Bicknell, H. C. Vickery, A. C. Whillier and A. Rose. The Lord Wakefield Scholarships were awarded to Flight Cadets L. C. Bicknell and H. C. Vickery.

* * * * *

On completion of the "Flying Training Course," February, 1933, the following obtained a distinguished pass: A/Sgt. L. Gregory (5th Entry); A/Sgt. T. W. Kean (11th Entry); A/Sgt. R. A. Roy (4th Entry), and A/Sgt. D. W. Scivier (14th Entry).

* * * * *

Our congratulations to Sgt/Pt. E. N. Lewis (4th Entry), who received an award of the Air Force Medal in the King's birthday honours list, June, 1933.

* * * * *

Sgt/Pt. F. D. Terdrey (11th Entry) has been granted a permanent commission with the rank of Pilot Officer. Pilot Officer Terdrey has been a constant and valued contributor to the Magazine and we offer him our congratulations on his promotion.

* * * * *

We believe that F/Lt. H. D. Spreckley (January, 1921 Entry) is the first ex-apprentice to pass the qualifying examination for admission to the R.A.F. Staff College, Andover. We ask him to accept our hearty congratulations on his success.

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L.A.C. B. M. R. Beavis (15th Entry) has been awarded the Curtis Memorial Prize, 1932.

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It is with real regret that we must say "au revoir" to Messrs. F. B. Farthing, M.A., and D. G. O'Shea, B.A. The former has been for seven years verse editor of the *Halton Magazine*, and the latter after being secretary of the O.B.A. acted as Halton editor. To both we wish every success in their new duties.

* * * * *

F/Lt. Francis Stafford O'Hanlon, who lost his life in a flying accident at Farnborough, was with F/Lt. H. E. Nowell the first aircraft apprentice to win a cadetship. In 1928 he was awarded the R. M. Groves Air Navigation Prize as having reached the highest standard of those who passed the Air

Navigation Pilotage Course, and he was regarded as one of the most promising of the younger officers in the Royal Air Force. To his family we offer our sincere condolences.

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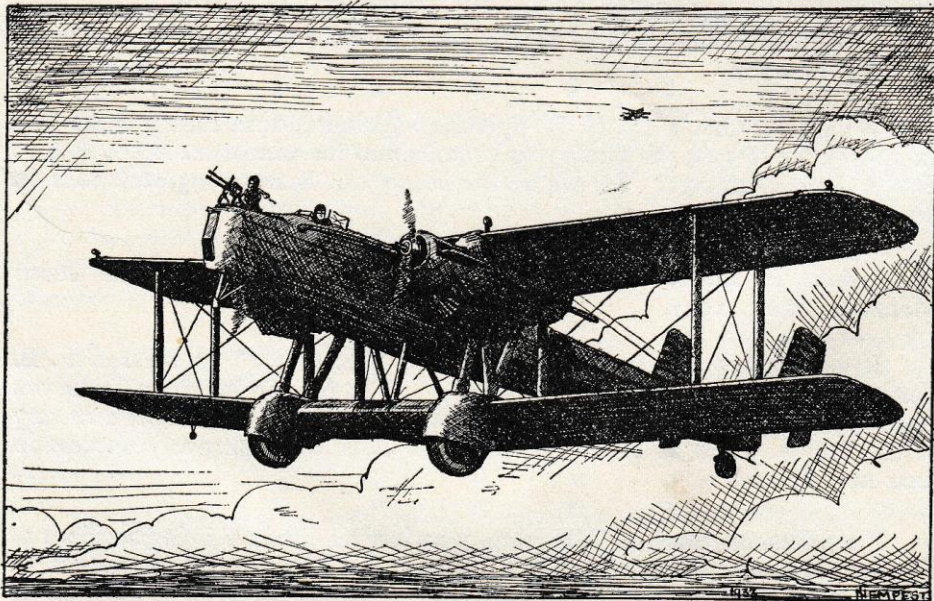
Still another loss among those who have won cadetships has to be recorded, in the death in a motor accident of F/O. Arthur Lewis Weait (Cranwell, September, 1923 Entry). Of him the Journal of the Royal Air Force College writes as follows: "His life had been popular and successful from the day when he was selected from the Boys' Wing at Cranwell to a cadetship in the College. He was exemplary in everything he did—his work and his games; a fine centre half at soccer and a beautiful miler, but we shall remember him most for his modesty and quiet charm."

* * * * *

Under Officer Cadet J. C. V. Badger (18th Entry) writes from Cranwell that all the ex-apprentices of the 18th Entry who obtained cadetships have almost completed their course. Seven have obtained their "Blues" for various sports, and Becker has swept the board in the examinations. We hope that other cadets will keep the Magazine well posted of their doings at Cranwell.

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It is with sincere regret that we bid farewell to the September, 1930 (22nd) Entry. They need fear no comparison with the twenty-one entries that have preceded them. They will, we are sure, maintain the Halton reputation that "the best is only just good enough." We hope that we shall see them back again in the near future on the "Conversion Course."



THE HANDLEY PAGE "HEYFORD"

Royal Air Force Fairey (Napier) Long Range Monoplane

THIS aircraft is similar in essentials to the first of the type, as prepared for the attempted flight to India, except in the matter of instrument equipment. Full advantage has been taken of recent developments in this branch; the chief change is that automatic controls are being fitted to relieve the pilots, particularly if cloud flying is necessary. A new venting system has been incorporated in the fuel system in an attempt to minimise loss of fuel by evaporation, and surging and wheel fairings are being tried out to reduce the drag of the wheels.

The machine is a pure cantilever monoplane. The wing varies throughout its span in thickness, chord and incidence. Tests have shown that the wing possesses a very high lift coefficient and there is no sudden stall after the angle of maximum lift has been reached.

The tail is also a cantilever, the only external bracing wires on the machine being those to support the fin.

Previous types of cantilever monoplane without solid covering have experienced trouble with twisting of the wing during manoeuvre; in this design this is obviated by special patented internal bracing.

The undercarriage is of normal type, the wheel track being very wide to give stability on the ground and the wheels and tyres being of specially strengthened type. The wheels are mounted on roller bearings to assist the take-off.

The main dimensions are as follows:—

Span (mainplane)	..	..	..	82	feet.
Length	..	..	..	48½	”
Chord (at centre line)	..	..	..	16	”
Chord (mean)	..	..	..	11	”
Height	..	..	..	12	”

The engine is practically a normal service “Lion” engine of well tired type with carburettors tuned for economy and slightly higher compression ratio pistons fitted.

The cabin is totally enclosed, provision being made for cleaning the windows from inside the aircraft. All windows are of triplex and open for ventilation if necessary. The navigator can look downward through the wings in the sides of the cabin. A drift sight can be fitted in the floor and a hole in the roof makes it possible to take sextant and compass bearing readings for course checking.

The pilot's seat can be raised or lowered about 6 inches and the back is hinged so that the angle of the upright portion can be moved to ensure the greatest comfort for the pilot.

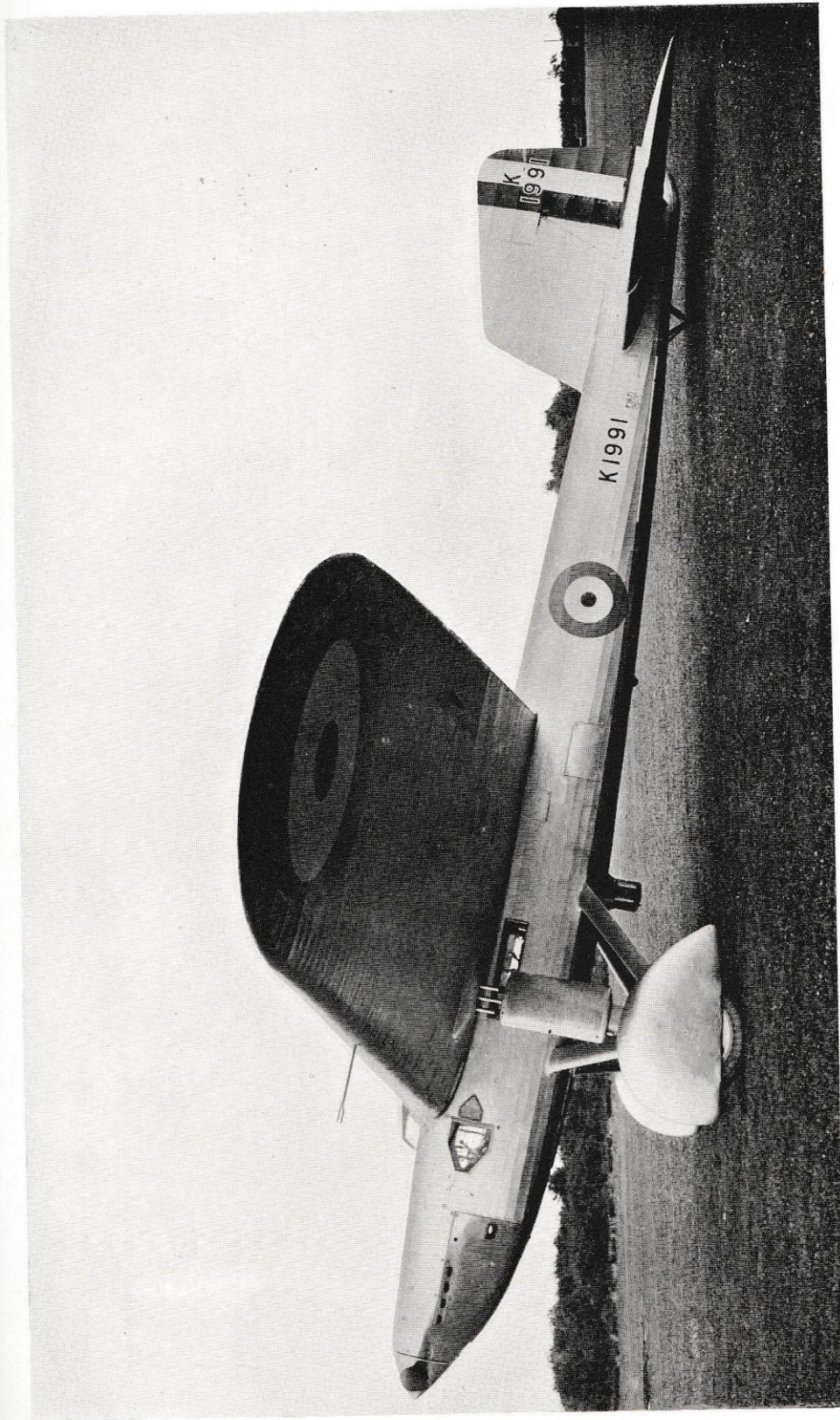
The rudder bar is fitted with whole footplates, lined with sorbo, in place of pedals.

The second pilot sits in a deck lounge chair, with padded neck and knee rests, which can be used for sleeping or for working at navigation and other duties. A folding table is also fitted.

Flash lamps, fitted to the spar behind the pilot's seat will illuminate the instrument board at night.

Hot and cold drinks and an ample supply of food are carried in the cabin.

The automatic control apparatus has proved very reliable in use, and after handing over to the automatic control it would be possible for the pilots



R.A.F. Fairy (Napier) long range monoplane.

To face p. 12.

to leave their seats. An arrangement is provided whereby the pilot can make changes of course to correct for variation in wind or for other reasons, and can change the trim of the aircraft in order to climb or dive to a different altitude, whilst still maintaining automatic control.

The automatic control depends for its sense of direction on a gyroscope, driven continuously by compressed air, which operates pneumatically certain pistons. These, in turn, move the rudder and elevator of the aircraft in the correct manner. The mechanism is so sensitive that the deviation of the aircraft from the set course by a fraction of a degree is detected and instantly corrected.

The general application of such controls to aeroplanes will do much to reduce the risks of flying in bad weather and the pilot, instead of arriving worn out by his battle with the elements, will be able to conserve his resources for the landing or for any emergency that may arise.



Land in Sight

My life on the wild ocean waves
Is finished, Oh! woe is me!
Now ended are those briny days
When in ships I went down to the sea.

No more will the roar of the surf
Bring solace and rest from the deep,
For I'm back on the land and the turf
With a Mc'donald to bear me in sleep.

No more will "I make and mend clothes"
Or "turn out"—"turn to" and "turn in,"
No more will I find sweet repose
In a bed of rope, canvas and string.

No more will I know "General Mess"
Or call at the "galley" for grub,
No more will I call "cookies"—"Chefs,"
Nor their dishes I'll scour out and scrub.

No more in my walk will I trace
The roll and the pitch of the deck,
No more will I "splice the main brace,"
Or with "spuds" from the "spud-dery" trek.

I've come ashore in my last boat,
And I've "tied up" in a new birth,
Now is ended my service afloat,
After five years I've come back to earth.

L. C. N. P.

“The Rude Awakening”

(With a happy ending)

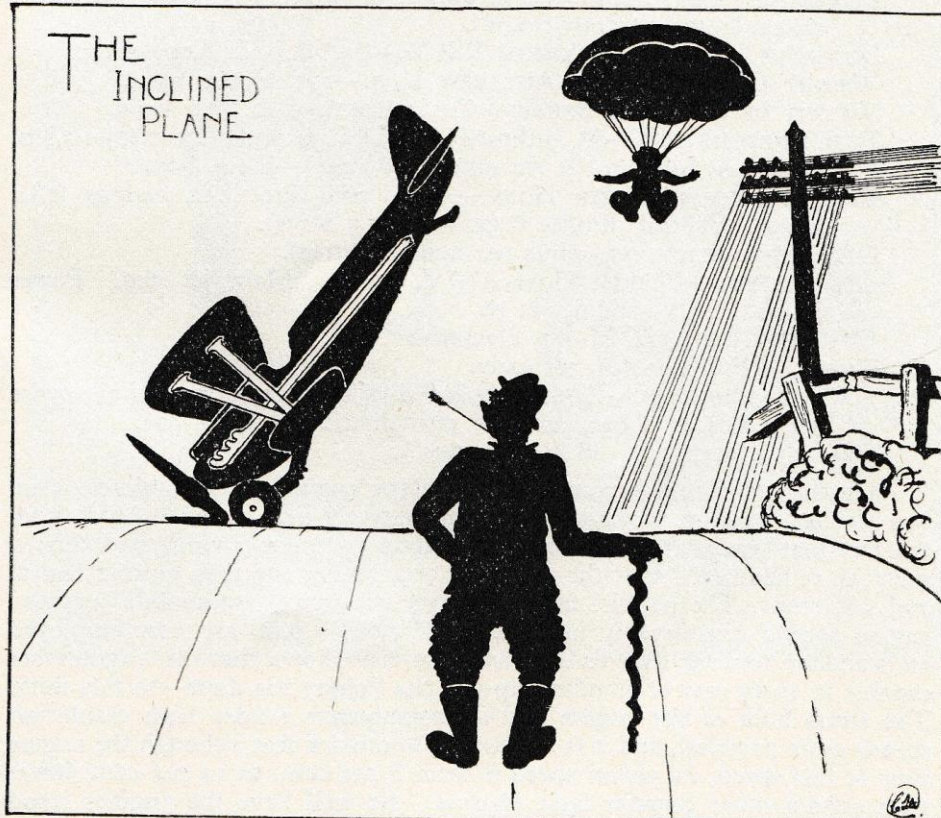
As usual the lights were put out and I lay wondering what to-morrow would bring. I thought of what I would be doing during the next week and what I had left behind. Gradually I sank into oblivion, but still I seemed to be thinking of the approaching week on which we had already started. At last sleep overcame me and everything became quiet. —And then it happened.—

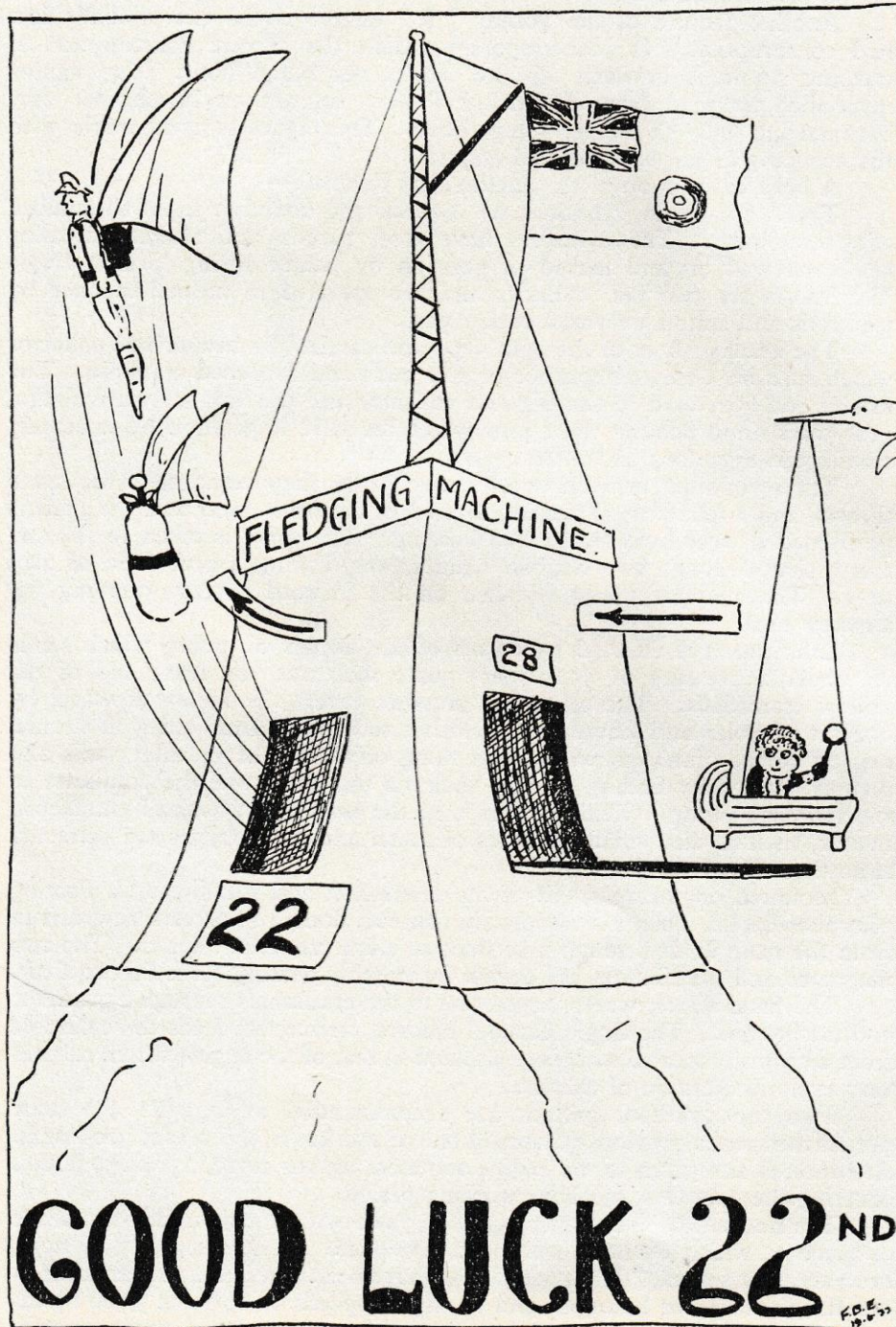
“What’s that!—Reveill  already, it can’t be. Dash that Corporal, I hope he —. Here he comes shouting just as callously as ever. Sounds funny though, and it’s not his voice. Something must have happened.”

I looked out through the window. “Gosh, it’s just dawning, so it can’t be reveill .” Then it did dawn—on me.

The door banged open and a kindly face looked in and shouted, “All tickets, please!”—“Great stuff!—it’s the ticket collector, it’s Carlisle, it’s EASTER LEAVE.”

J. B. T.





Tempus Fugit

AT last has come that great and glorious day, the passing out of the 22nd Entry: with what hopes fulfilled, ambitions realised (or otherwise), our Entry really starts upon its service career. How short the years have seemed since that momentous occasion when we first arrived, since the first sight of our Air Force home, the first taste of real discipline, and those weary weeks upon the vast expanse of square. With what envy we watched the workshop parties come and go to the swinging strains of the No. 4 Wing band.

Such activities, although real to us at the time, soon changed to more interesting experiences as our pride was stirred by the inspiring sight of the Halton Tattoo. "Ambrose Applejohn's Adventure" aroused in us the spirit of emulation, an inspiration helping us to break all records in "Time Flies." Our remembrances of the first Christmas leave soon banished all thoughts of sub-titles when we returned and found the cinema modernised by talkies.

Among hazy recollections of our first Easter Term are thoughts of starting engines and rigging courses, and Sir Anthony Aileron in "The Musical Mock Trial." During the Summer Term in sport the 22nd gradually drew out of the ruck and showed promise of that athletic performance that was to follow. Academic interests keeping pace with mere brawn, the results of the intermediate examination showed our mettle (20 per cent. nickel).

With the departure of Air Commodore Bonham-Carter we lost a friend and enthusiastic patron, but found we had gained an equally enthusiastic sportsman in Air Vice-Marshal MacEwen. With Edgar Wallace's dissertation in the lecture hall upon crime, we realised we could have chosen a worse profession.

The passing-out parade of the 19th Entry was comparable with the best that the Guards could produce; well befitting the last occasion on which an entry was to pass out on No. 4 Wing square. Never was a song sung with such feeling as when the gymnasium rang to the stirring strains of the No. 4 Wing song that night. Mr. Cox's "Swan Song of No. 4 Wing" typified the realisation of the sadness of the occasion, but also the spirit of the Wing.

Despite the crushing blow which would have destroyed the morale of any other entry, we then threw ourselves heart and soul into the life of our new Wings. Among the havoc wrought by economy was the reduction in numbers of our Junior Entry to a paltry eighty, so denying the 22nd the pleasure of our own "rooks."

In consequence of this reduction it was necessary to distribute one squadron among the other three. It made no difference to us. Set tasks were the beginning. Then like a storm cloud, starting as a small speck on the horizon and quickly darkening the whole sky, the exams. were upon us; and then, as the storm rolls away, followed that period of peace and quietude which preceded the passing-out parade. So another entry goes, leaving the "rooks" to carry on those traditions which the 22nd have done their utmost to maintain.

As a conclusion to a series of dramatic productions in which the 22nd have had an increasing share, "Time Flies II" was our culminating effort.

Now that the time has come to say "good-bye"—"a damned unpleasant business, Captain Lavernais"—we refer you to this production, which was the farewell one of the 22nd Entry, for as Dickens says:—

"Why is it we can bear to part in spirit but not in body, and while we have the fortitude to act farewell we cannot say it?" A. J. M., L. F. J.

The Ballad of Young Riley

'Twixt you and me, on the strict Q.T.,
There'll be ructions on to-night ;
For the down-town gang and Riley's lads
Are going to have a fight.
The trouble began in t' " Blue Boar " bar
That night when the " Sue " came in—
The crew came ashore to spend their pay
And waken the town with their din :
Now Riley's son had sailed with the " Sue "
In spring, and gone round the Horn,
And left his Jess, the girl he knew,
To wait for him, all forlorn.
This Jess o' his was a pretty lass,
As fair as I e'er did see,
But she ne'er begrudged any man his glass
And sat on any one's knee ;
Though in her heart she loved Young Riley—
As far as any girl may—
She wasn't the kind to sit at home
While her man was far away.
Tom Riley was a handsome laddie
And had Ireland in his blood,
Was the apple of his father's eye,
And full six-feet two he stood ;
Though he drank and swore with the rest of them
And rogued much more or less,
His chief fault was that he always had
Been jealous of his Jess.
Now, as I've said, the " Sue " came in,
The crew came ashore to drink,
And passed through the dark to the " Blue Boar "
Where the dense smoke made them blink.
The bar was full with the down-town toughs,
Whose loose mouths were foul and free—
But the first thing that Young Riley saw
Was Jess on a gangster's knee.
A silence fell and a path was made
Through that den of filth and sin ;
Tom Riley, not looking from side to side,
Whitened, and went straight in :
" You bitch ! " he mouthed, then seized the girl
And flung her to the door :
" Now you," he said and he knocked the man
Sprawling across the floor.
" You dog ! get up, you swine ! " the boy ground out.
" No one can touch my pet—
At least, if there's any one that can
He's one I've never met,"

The man lurched drunkenly to his feet,
Blinking through red-rimmed eyes
As a young terrier, when struck for nought,
Shows his startled surprise.

He shook his head, swore, and rushed the boy
Whose eyes with anger flashed,
And neither saw the hurricane lamp
By a well-thrown bottle smashed.

In the pitch black gloom of the darkened room
The men's hard breathing sounded.
Like the futile pants of the little tug
That on the foreshore grounded.

Suddenly—an agonised cry of pain,
A groan, then a heavy thud
Like the sound of a lolling head that falls
Back on to a floor of wood.

'Midst a babel of shouts a lamp was found,
'Twas hanging behind the door,
And its flickering light showed young Riley
Asprawl in a pool of gore.

"My God! He's dead!" 'Twas the girl cried out.
Then the gangsters took their flight,
Stealthily slinking, like a lost ship's rats,
Out into the murky night—

That's all. They don't know who did the deed,
They know 'twas one of the gang;
Till night they'll sit muttering in the room
Where their dead mate's laughter rang.

And I'm telling you, there'll be killing then
When it's dark for "cops" to see,
And the blood of many roughs will be spilt
For the blood of young Riley.

A. A. S.



"THE MAN WHO SIGNALLED A MISS TO THE A.O.C."

THE $\frac{1}{2}$ WHO WANTED TO LEAVE THE CINEMA FIRST



THIS LOOKS LIKE
THE FINISH



SHALL I GET READY?



I THINK I WILL



HUM! THE USUAL
ENDING



NOW KISS



I KNOW IT



FINISH AT LAST



GOD SAVE THE KING



G. HART

No. 1 Wing

SCHOOL NOTES.

The most noticeable facts here are the sadly reduced size of the Wing, and the consequent departure of many Education Officers who have for many years been engaged in work in this Wing. Some 695 Apprentices, instead of the old number of 900 or more, is now the strength, and this will be still further reduced next term and at Christmas.

We have lost Mr. F. B. Farthing, whose literary enthusiasm has inspired so many during the past eleven years, and who is shortly to leave for Iraq. Mr. C. H. L. Needham, who also has been connected with the Wing for many years has been assisting in organising the new course for the conversion of Fitters to Riggers. Mr. J. A. G. Stuart has been transferred to the E. and W. School, Cranwell. Mr. A. Gillespie, who was with us a short time after the decease of No. 4 Wing, has also gone to the Conversion course, and Mr. H. S. Davis has been transferred to No. 2 Wing.

We take this opportunity of wishing every success to the Metal Riggers of the 22nd Entry, the last of those who formed part of No. 4 Wing, of happy memory.

WORKSHOP NOTES.

Important changes have taken place since the issue of the last number of this magazine. Training for the two trades of Fitter Aero Engine and Metal Rigger has been abolished. The new trade of Fitter II embodies the work of both the previous trades. There is consequently a lot to be learnt and it is satisfactory to note how well the three Junior Entries in the Wing are working to the new syllabus.

A further important change is that the shops are gradually being re-equipped with modern aircraft and engines.

At the end of this term we say good-bye to the September 1930 Entry of Metal Riggers and with them passes the last of No. 4 Wing. This Entry has always been keen and hardworking, and it is confidently hoped that their efforts will be reflected in the passing out results.

With only a few months more at Halton, the January 1931 Entry will have to work hard if they are going to defeat existing passing-out records. It is surprising, however, what can be accomplished in a short time with a little hard work.

SPORTS NOTES.

Our expectations regarding the B.K. Trophy 1932 received a blow. We lost the Soccer and Rugby to No. 2 Wing by the narrowest of margins, and, while congratulating No. 2 Wing, we think they were lucky in both events.

The B.K. Boxing was the opening event in the 1933 B.K. programme, No. 2 Wing winning the Senior, whilst we were successful in the Junior. We offer our congratulations to A.A. Dunn, who won the Inter-services Lightweight Championship (Boys).

The B.K. Cross Country provided another division of points, No. 1 Wing winning the Senior very easily and only just losing the Junior.

The Hockey provided No. 2 Wing with their first "double," as they won the Senior and Junior very easily.

In the Rifle Shooting we won the Senior event. A.A. Matthews has the honour of winning the Earl Grey "Small Bore" Challenge Trophy, which is an All England competition.

In the Athletics we had to admit defeat in every event, both Junior and Senior, although in some cases the margin was very small.

By the foregoing, it will appear that we are passing through a "lean" period. This happens to every school, club, or team at some time or other, and we are looking forward with confidence, to a far better time in the future.

No. 2 Wing

SCHOOL NOTES.

We welcome Mr. Morcom into the science staff from No. 1 Wing, and at the same time regret the loss of Mr. T. G. G. Hutchinson and Mr. D. G. O'Shea. Mr. Hutchinson, who has been transferred to the conversion course, will still be here to take his interest in our activities, but in the case of Mr. O'Shea, our loss is Farnborough's gain.

The Final Educational Examination of the September, 1930 entry (266 strong) resulted in:—

236 Apprentices gaining 50 per cent. or over, and thus being exempt from the Education Test for L.A.C.

Of these 19 gained 75 per cent. or over.

Special mention must be made of 564889 S/App. Mason, A. J., who gained 90 per cent in the educational grand total—almost, but not quite a record.

If the Junior entries work as well as the September, 1930 entry have done, and take an equal interest in school activities outside the classroom, there will be "no complaint."

WORKSHOP NOTES.—(FITTERS A.E.).

SEPTEMBER 1930 ENTRY.

This will be the first entry to pass out under the new scheme of training, whereby the instruction has been given in short periods on varying subjects.

The results on passing out should prove of great interest.

The entry generally has produced very satisfactory results for the whole of its training, and preliminary examinations indicate that the final results will be up to, and in all probability exceed the standard of previous entries.

With this entry, No. 4 Wing passes. Do your utmost to perpetuate the memory of this Wing by creating a record in the manner of your passing.

And so, farewell to you all; may you prove a credit to the school and the instructors who have done so much to make you what you are.

To those who attain their ambition, our heartiest congratulations, and to those who don't—our best wishes for your next attempt.

SEPTEMBER 1931 ENTRY.

The 24th Entry is now well advanced into their second year of training.

The standard of work during the last six months shows a decided improvement, and the Entry, as a whole, has displayed a very live interest in their work.

Providing that this interest is maintained, the standard attained by the entry should be quite satisfactory.

Since the last publication of the Magazine, two items of interest have occurred in the workshops. The first was the Passing Out of the 21st Entry in December, and the second the commencement of the policy of training Fitter-Riggers in January.

JANUARY 1930 ENTRY.

During the last twelve months before Passing Out, this Entry underwent a revisionary period of intensive training, as it was considered that their knowledge had fallen to considerably below average. The educational staff closely co-operated in this revision and a greater measure of success was finally achieved than was anticipated. There were 10 L.A.C.'s, 126 A.C.1's and 30 A.C.2's, and whereas one would have liked to have seen a few more L.A.C.'s, the remainder of the results were highly satisfactory.

The second and third grand aggregate prizes were won by two Metal Riggers, 564112 L.A.A. Bicknell, L. C., and 564344 L.A.A. Duffy, M. J., and L.A.A. Duffy also won the Metal Riggers prize.

Three of the four cadetships awarded also fell to Metal Riggers: 564112 L.A.A. Bicknell, L. C., 564464 Cpl./App. Whillier, A. J., and 564387 Cpl./App. Rose and L.A.A. Bicknell also won one of the Lord Wakefield Scholarships. Thus this Entry of Metal Riggers set a high standard for the September, 1931 Entry, but we are hoping for even better results when their turn comes to pass out in July 1934. They will be the last Metal Rigger Entry to pass out at Halton.

No. 2 RUGBY FOOTBALL.

During the season of 1932-33, the Wing Rugby team, proved very successful, finally winning the B.K. match by the narrow margin of 3 points to nil.

After the passing out of the 21st Entry, only four of the original team remained, and the new team did not do so well, failing to play together as a team, due to the lack of matches.

Throughout the season, the Wing were well represented in the Station team, while L.A.A. Jamieson on two occasions gained his place in the R.A.F. XV.

ASSOCIATION FOOTBALL.

Last season can be counted as a most successful one from the Wing XI point of view.

Both B.K. matches against No. 1 Wing were won, thus gaining a point for the Wing in the B.K. competition. These games provided some very good football. Unfortunately most of the team consisted of members of the 21st Entry who left us in December, but it is hoped that the keenness displayed by the Wing team last season will be shown by those chosen to represent the Wing next season.

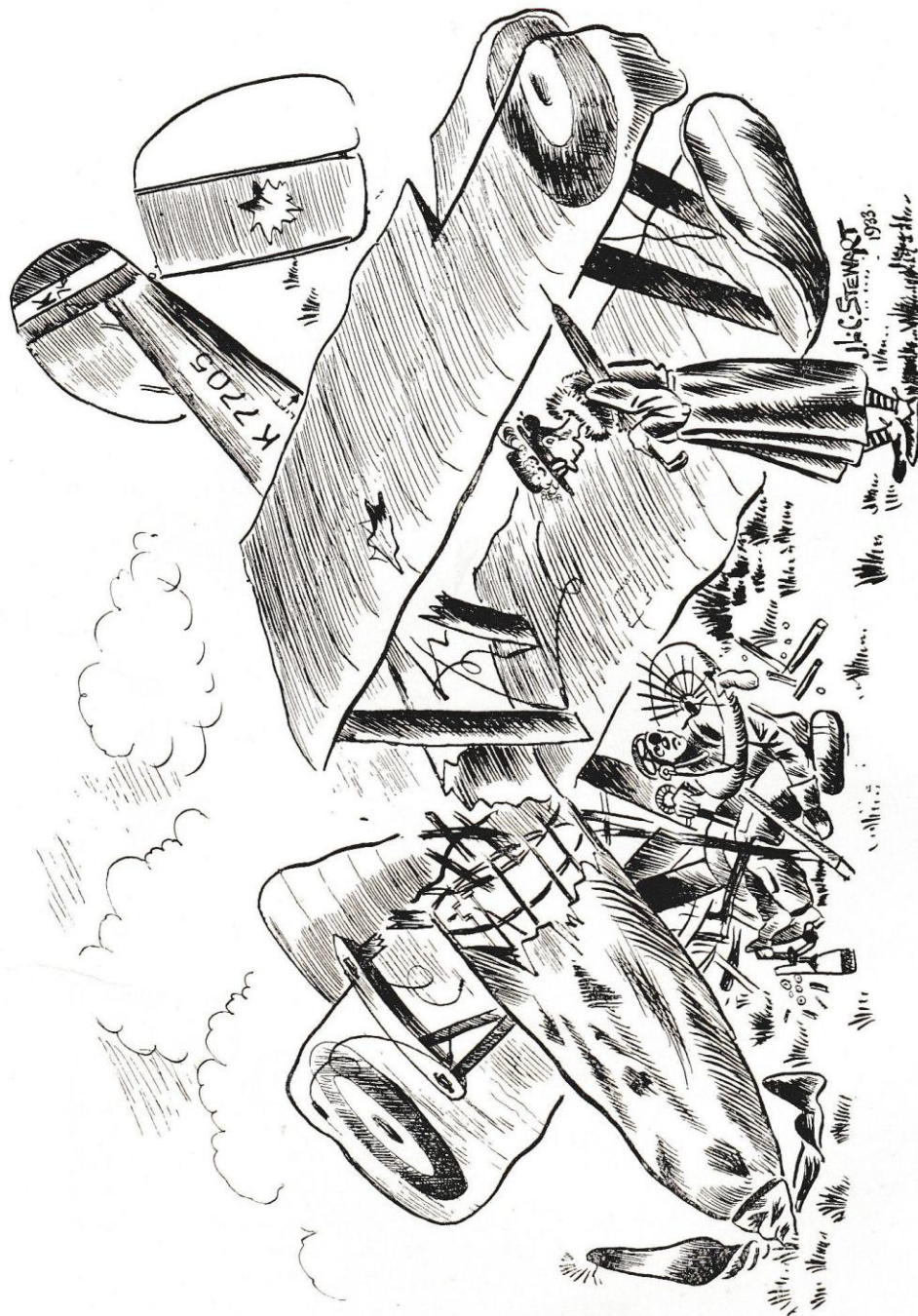
Sgt./App. Matthews, Cpl./App. Tomkins, L.A.A. Illingworth and A.A.'s Cheers, Richards, Chalk and Kinsley, played for the Command 1st XI on various occasions, whilst L.A.A. Hewson and A.A. Jones won their places in the Command Reserves Team.

BOXING.

The Seniors beat No. 1 Wing, but the Juniors lost in the B.K. Boxing Competition. The results and descriptions of the fights are given in full under the Command Notes.

The following represented No. 2 Wing at Portsmouth in the I.S.B.A. meeting:—

A.A. Lewis (A), Middle Weight. A.A. Ferris (B), Feather weight.
A.A. Donovan (B), Bantam weight. A.A. Ranns (C), Mosquito weight.
A.A.'s Ranns and Donovan reached the final.



"Well, young man, if it 's a crash you've had, you'd better get it shifted f, the Vicar wants this place for a garden party in an hour's time!"