

The Haltonian Magazine

102 Edition

Autumn 1965

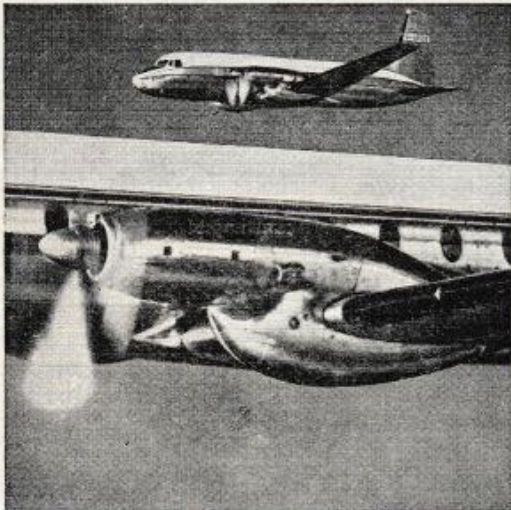
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EDITORIAL

This issue of the magazine is unique in that two passing-out parade reviews are included. During 1965, Halton has experienced many changes in routine and organisation, for the established Aircraft Apprentice entries have been joined by new breeds of trainees called Technician, Craft and Administrative apprentices.

As a result of these changes and an encouraging flow of contributions your magazine has been increased in size. However, I hope those who have not had their contributions included in this issue will understand, and permit inclusion in the Spring issue.

A pleasing element is the increasing amount of material submitted for the Old Haltonian

Section of the Magazine. Apprentices should realize that when they leave Halton they belong to a widespread fraternity of Old Haltonians and are very welcome to keep in touch with each other through letters and contributions to the Hon. Sec. Old Haltonian Society or the Editor.

I would like to pay tribute to the previous Editor of the Halton Magazine, Sqn.Ldr. G. Porter. During his relatively brief editorship he managed to slow down the drain on our financial reserves and we hope to continue his good work by maintaining the recovery now taking place. We wish Geoff Porter all happiness and success in the Civil Service career he has taken up on leaving the service.

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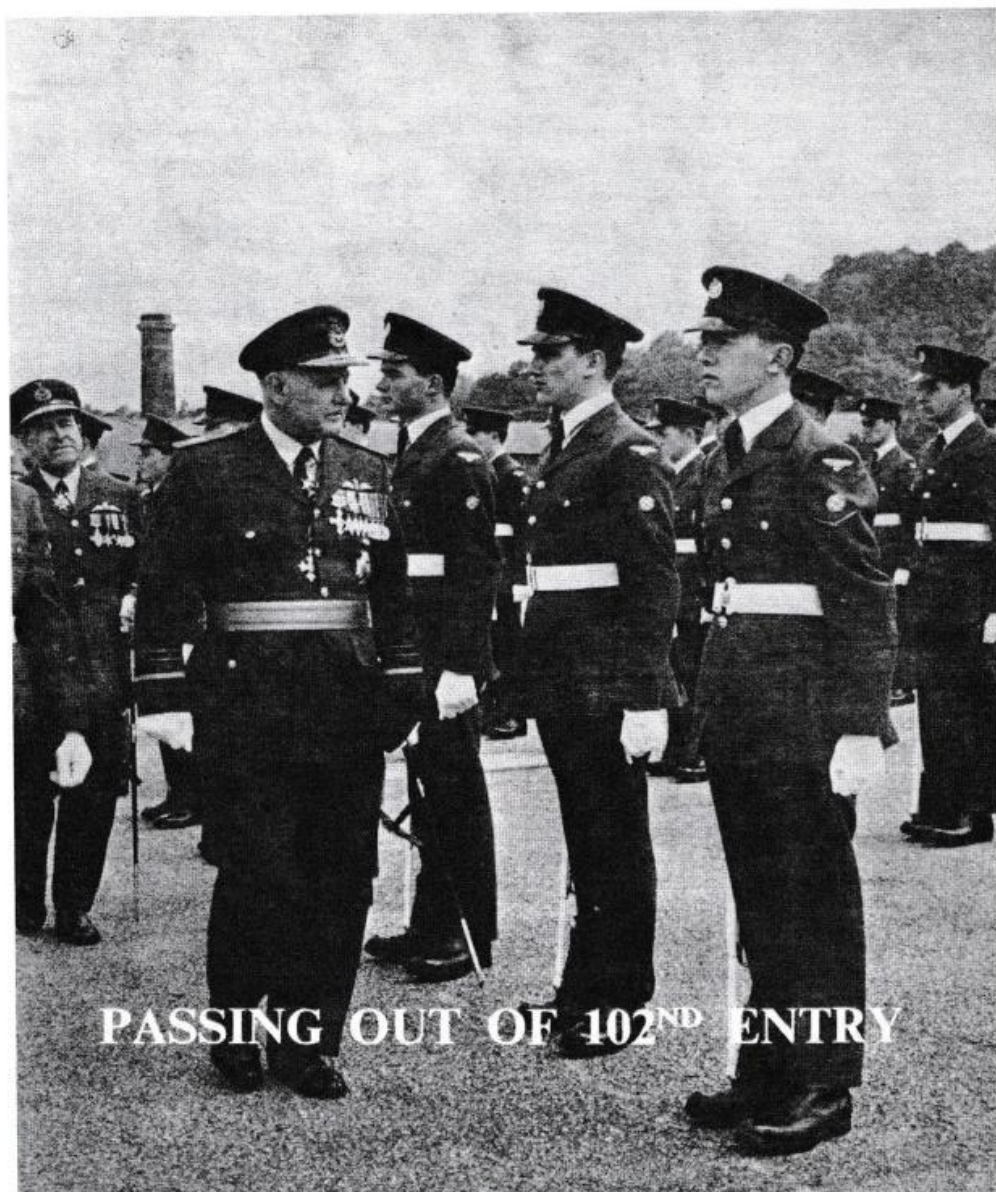
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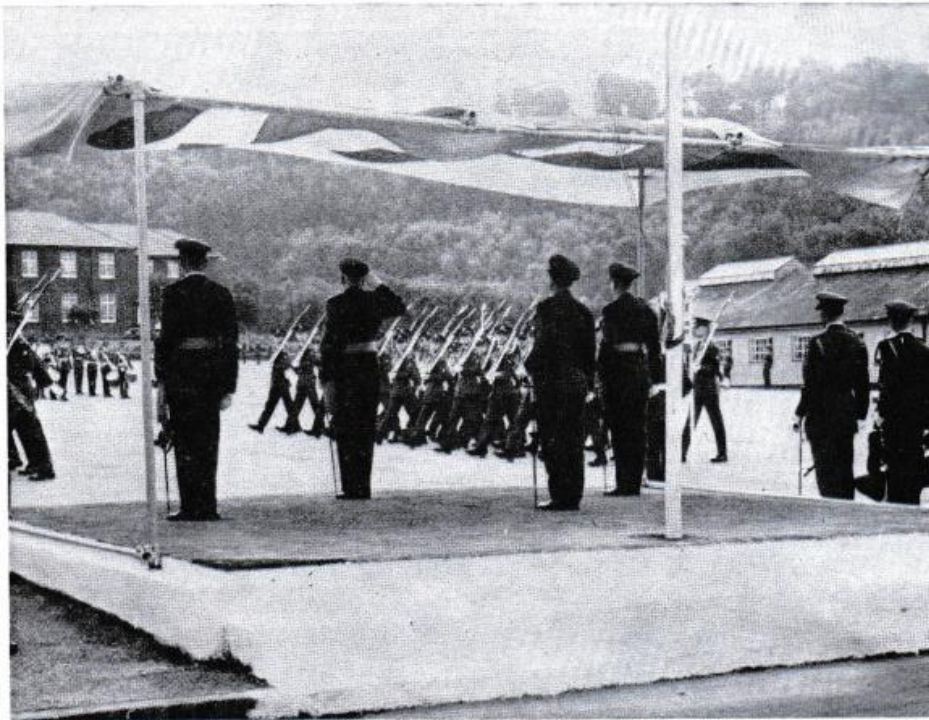
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NB: Because of the increase in postage charges, the subscription is now 3/4 for each copy, and 10/- for one year's issue.

All correspondence should be sent to the Business Manager, Halton Magazine.



PASSING OUT OF 102ND ENTRY



The Reviewing Officer was Air Marshal Sir Ronald Lees, K.C.B., C.B.E., D.F.C., Commander-in-Chief, R.A.F. Germany. The Reviewing Officer was accompanied by Air Marshal Sir Donald R. Evans, K.B.E., C.B., D.F.C., Air Officer Commanding-in-Chief Technical Training Command; Air Vice Marshal B. Robinson, C.B.E., Air Officer Commanding No. 24 Group; Air Commodore D. M. Strong, C.B., A.F.C., Commandant of No. 1 School of Technical Training; Group Captain R. C. Fordham, C.B.E., Senior Training Officer, No. 1 School of Technical Training; Group Captain H. H. Mayoh, Principal Education Officer, No. 1 School of Technical Training; Wing Commander D. A. Flint, Officer Commanding Technical Training Wing and Squadron Leader E. J. Griffiths, Officer Commanding No. 1 Apprentice Wing.

Parade Detail

The Parade was under the command of Flight Sergeant Apprentice J. Marcus. Other N.C.O. Apprentices were subordinate Com-

manders. Entries on parade were the 102nd and 103rd.

Parade Adjutant	Cpl.App. T. F. Locke
Parade Warrant Officer	Cpl.App. J. P. Smith
Colour Bearer	Sgt.App. A. Evans
Colour Warrant Officer	Cpl.App. G. W. Taylor
Colour Escort	Ldg.App. R. W. Malin
	Ldg.App. M. D. S. Nockolds
Escort Squadron Commander	Sgt.App. J. P. Odor
No. 1 Flight Commander	Cpl.App. A. A. Orton
No. 2 Flight Commander	Cpl.App. P. Hern
No. 2 Squadron Commander	Sgt.App. M. A. MacKenzie
No. 1 Flight Commander	Cpl.App. J. I. Menat
No. 2 Flight Commander	Cpl.App. A. V. Hall

The Brass and Pipe Bands are Voluntary Bands composed entirely of Aircraft Apprentices.

The Commandant's Report

Air Marshal Sir Ronald Lees, Commander-in-Chief, Air Vice Marshal Robinson, Ladies and Gentlemen—It is with great pleasure that I welcome our Reviewing Officer to Halton today. Air Marshal Sir Ronald Lees is Commander-in-Chief of Royal Air Force Germany. Before going to Germany he was a member of the Air Council as Deputy Chief of the Air Staff. On a personal note, I am glad to see him here today; I served on his staff in Germany for a short while before coming to Halton. We are all grateful to him for sparing the time to come over especially to review the parade and to present the prizes today.

I would also like to say a word of welcome to parents. I am sure many of you will have visited the School before, but today sees the climax of you son's Halton training. We all realise here that your help and encouragement have made an important contribution to the successful completion of his apprenticeship. Therefore, I welcome you all and thank you.

Wastage

Now I turn to my report on the 102nd Entry. The Entry started training in September 1962 with a strength of 185 apprentices and 174 are passing out today. One was gained from the 101st Entry and so twelve have fallen by the wayside. Of these, four purchased their discharge, three were lost on medical grounds, one on disciplinary grounds, two were remustered to skilled trades, and two were recursed to junior entries.

Technical Training

173 apprentices of the Entry were presented for the Final Trade Test examination; nine qualified as substantive Corporals and, with four exceptions, the others qualified as Junior Technicians; the remaining four qualified as Senior Aircraftmen. The average mark achieved is the highest since the 93rd Entry. The achievement of six apprentices (3.6% of the Entry) in gaining distinguished passes is worthy of a special note, not only because it is the greatest recorded number in any entry, but because the honours were shared by all trades.

Education Training

On the educational side the basic requirement for successful completion of an apprenticeship is to pass the Final Examination in educational subjects. 168 apprentices sat this examination. The average mark of 65% and the proportion of Class A passes (28% of the Entry) were the highest since the 95th Entry which passed out in May 1963. One Apprentice failed, thereby marring an otherwise outstanding result.

Those aircraft apprentices who were considered to have the necessary ability were given an advanced course in educational subjects leading to the award of an Ordinary National Certificate in Engineering. 58 members (35% of the Entry) qualified for a certificate, 19 of whom were awarded Ordinary National Certificates in Mechanical Engineering and 39 in Electrical Engineering. This is the highest proportion of certificates for one entry during the past twelve years.

Seven dental technician apprentices satisfactorily completed the course. They all took the Intermediate and Final Examination of the City and Guilds Dental Technician Certificates. All passed the Intermediate Examinations, but results of the Final are not yet known.

Entirely voluntarily, 151 apprentices entered for one or more subjects in the General Certificate of Education and 52 took the Part 1 Examination of the City and Guilds Technician Certificate.

In the G.C.E., 4 apprentices gained Advanced level certificates at the Summer 1964 examination, and 6 more took the 'A' level Maths examination this summer. At Ordinary level, out of 311 subject entries, there were 248 passes, giving an excellent pass rate of 80%.

The achievement of this Entry in all aspects of educational training is the best for many years and is a truly commendable performance.

General Service Training

The third main part of the Halton apprenticeship is concerned with General Service Training. This is designed to produce young men who are fit to be members of Her Majesty's Armed Forces; to become leaders non-commissioned officers in the Royal Air Force. It is therefore concerned with developing character, physical fitness, qualities of leadership and comradeship. Games, drill and

life in the Wing are the important features here.

At sport the Entry has done well: 38 apprentices have been awarded their School Colours. Five members have represented the Royal Air Force in Inter-Services Junior Teams and 3 have represented Technical Training Command. The Entry has, for the past two years, provided almost all of the School Pentathlon and Fencing teams. One member won the 1964 R.A.F. Tetrathlon and the fencers virtually made a clean sweep of the 1964 R.A.F. Youth Championships. Two of the Entry were members of the Halton Rugby XV which won the R.A.F. Inter-Station Cup last season.

The charitable instincts of the Entry are strong. For OXFAM collection one member contributed his week's pay, and one room contributed £17. Last Christmas 60 children from the Bledlow Children's Home were provided with sweets and pocket money, and

taken to see a pantomime on ice at Wembley Empire Pool.

The standard of drill has been satisfactory. The Entry's first ceremonial parade was for the Air Officer Commanding's Inspection in 1963. The following term they provided Halton's Guard of Honour; a contingent at the presentation of a New Colour to the Royal Air Forces Association (Eastern Area); and started to provide four route-lining flights, which were used during a period of five terms. At Sir Winston Churchill's funeral they provided two route-lining flights (a total of 60 apprentices) and 45 more for the Procession Party.

There has always been a large number of the Entry in the voluntary bands. Twelve belonged to the Brass Band, six were in the Corps of Trumpeters and 14 were members of the Pipe Band. They have contributed to Halton's ceremonial commitments at the Royal Tournament, Bath Tattoo and the Lord Mayor's Show.

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Special Service Attainments

Seven apprentices of the Entry have been selected for Cadetships—Locke, Malin and Smith in the General Duties Branch as pilots; and Marcus, Evans, Hall and Woolstencroft in the Technical Branch. Two other apprentices have been selected for Direct Entry Commissions:

Hern in the General Duties Branch as Navigator, and Bardell in the Technical Branch.

Conclusion

To conclude my report I would like to say that the Entry has settled down well to Service life and to training at Halton. They have made excellent contributions to all Apprentice activities.

Before I finish I would also like to say a word of thanks to the School's staff, Service and Civilian alike. I am sure the 102nd Entry and their parents too are grateful to you today, so may I, on their behalf and my own, thank you.

Finally, I wish to congratulate all members of the 102nd Entry on the successful completion of their training. The name of Halton stands high throughout the Service because of the magnificent contribution your predecessors have made both in war and peace. I have no doubt that you will endeavour to maintain the highest standards and traditions of the Royal Air Force, but I must stress that your future progress depends entirely on your own efforts. Your training has been good but only you, as individuals, can make the best use of it when you leave here. I wish success and happiness to you all.

I will now ask Air Marshal Lees to present the prizes.

Reviewing Officer's Address

Commander, Commandant, Ladies and

Gentlemen—

I was particularly pleased to be asked to come over to Halton and to watch your Passing Out Parade and, indeed, honoured when the Commander-in-Chief invited me to come over from Germany to take the review.

Halton has a tremendous reputation and an excellent record, I think, not only in the Air Force but throughout the technical world as well. But talking as far as the Air Force is concerned—I am going back in history just a little—I think it is appropriate this year, the 25th anniversary of the Battle of Britain,

which is a particularly Air Force affair if you like, just to remember the part that the ex-Halton apprentices played in that contest and throughout the war, and the honours which they got themselves, ranging from the V.C. down to the humble, but very heartfelt, 'Well done,' and I was delighted to see from the Commandant's report that 102 Entry seem to shape up to keeping that reputation and record as high as ever it was.

It was a pleasure to me indeed to come and watch the parade—I, as it were, at one end of my career and you chaps at the other; it gave me quite a thrill to see how very, very well you did. I'd like to congratulate you on your bearing, your smartness on parade and it was very well done in spite of what the the Commandant has said. Satisfactory—yes! I am sure your parents and friends, who have come across to Halton to take part with you and share with you your Passing Out, must have been quite moved to see you bearing yourselves so proud and looking so smart and, as it were, looking the world in the eye, and I am sure they would like me, friends particularly, parents have probably said it already, to say that it **was** well done. And in this respect I think here I'd like to congratulate the parents for, after all, where would 102 Entry be without them!! I was going to try and bring the friends into that but realise I can't—I'll have to leave that to some Reviewing Officer in the future!

Number 102 Entry—if the visitors will permit me—I would like to talk to them for a bit. You are going to your stations and your squadrons at a very interesting and challenging time. The Air Force has taken some pretty hard knocks lately. Some eight years ago when it was quite seriously contended that we wouldn't be getting any manned-combat aircraft into the Service and more lately the cancellation of TSR2 and the other aircraft that goes with it—this sort of prompted . . . self professed experts, so called, who almost daily write in the newspapers, advertise themselves on TV and the Radio that the days of the R.A.F. are numbered, but don't you jolly well believe it. If this wasn't so stupid it would be funny. We are getting into the Air Force soon new aircraft, new equipment which with our associated missile systems, navigation, guidance systems, are going to be just as much a challenge in the future as they ever were in

the past. I think that the Air Force has got a tremendously vital role in the future—(Now why's he got to say that?)—I have to say it because quite frankly I believe it and apparently, so do lots of other people because the spirit and the morale in my Command in Germany, whether it be in the nuclear strike role in N.A.T.O., or the Defence role, or even in the reinforcement role in the Far East, morale is so jolly high you can see it and feel it. We've got old aircraft, yes—but the sheer professional skill and the guts and the initiative of the air crews and ground crews more than make up for it. We have our fair share of winning the international efficiency tests that take place on the continent and, in fact, it is rather as though the R.A.F. was a target which the other nations set out to beat, and we give them a jolly good run for their money—Lord help them when we get our new aircraft!

As I say, we have a vital role, and I think that you've got a vital part to play in it. You've been training here for some three years and you've been training jolly hard to reach the stage when you can take your place in the Royal Air Force. When you get out on to Stations and Squadrons that training is going to stand you in very good stead because, being the sort of technical Service which we are, we just can't, in this day of computers and all these sorts of complicated gadgets which you will understand and which I don't, we need highly trained chaps with the skill, the training, the initiative and the education

which enables them not only to keep up with these developments but, when necessary, to keep ahead of them, and that's where your place is. And in this day and age, where machines count for so much, there is a tendency to forget the human being and this is, of course, a mistake—a mistake which we can't make in the Air Force and I, frankly, don't think we do. The human being, after all, is the keystone of any Service—it doesn't matter how technical it is—and that human being has to be able to keep up with, as I said, master, and contribute his bit to the machinery, and in the end it is he who must act; it's on his initiative, his inventiveness and his devotion to his duty that makes the machine what it is, that's no better, no worse than the man on the ground who puts it in the air and the man in the air who brings it back again. From your record I have no doubt that you are going to be able to stand up to that strain. I know that I talk rather seriously to you, I don't think you would wish me to do otherwise, and I have no very funny jokes to tell you—not ones that are suitable for this audience anyhow. But what I do want to do is to say just one final word to you. When you get out into the Service don't forget what you've been taught and what you've learnt here at Halton, you will find it jolly good background to look back on, a jolly good sheet anchor to hold on to, and it will enable you to take your proper place which is in the front of the Service. All I can do is to congratulate you and wish you the best of luck.

PRIZEWINNERS

CADETSHIPS

Cadetships have been awarded to:

Cpl.App. T. F. Locke	...	...	...	...	General Duties Branch
Cpl.App. G. P. Smith	...	...	...	...	General Duties Branch
F.Sgt.App. J. Marcus	...	...	...	...	Technical Branch
Sgt.App. A. Evans	...	...	...	...	Technical Branch
Cpl.App. A. V. Hall	...	...	...	...	Technical Branch
Ldg.App. B. Woolstencroft	...	...	...	...	Technical Branch

COMMISSIONS

Apprentices selected for commissions are:

Sgt.App. T. A. F. Mullen	...	...	...	...	General Duties Branch
Cpl.App. P. Hern	...	...	...	...	General Duties Branch
Ldg.App. T. Bardell	...	...	...	...	Technical Branch

WINNERS OF ROYAL AIR FORCE PRIZES—102nd ENTRY

Highest in Order of Merit, All Subjects

Cpl.App. D. G. Swainson

Highest in Order of Merit, Educational Subjects

First Prize: Ldg.App. D. Jayakody
 Second Prize: F.Sgt.App. J. Marcus

Best "Set Task" General Studies

Ldg.App. D. Jayakody

Highest in Order of Merit, General Service Efficiency

First Prize: Cpl.App. T. F. Locke
 Second Prize: F.Sgt.App. J. Marcus

Highest Average for Practical Fitting over Three-Year Course

Ldg.App. P. Allen

Best Tradesmen in Trade Standards Trade Test

Airframe Fitter	...	...	...	...	Cpl.App. A. V. Hall
Electrical Fitter (Air) 1st	...	...	...	...	Sgt.App. A. Evans
Electrical Fitter (Air) 2nd	...	...	...	...	Ldg.App. J. A. McFarlane
Engine Fitter	...	...	...	...	Ldg.App. P. Allen
Instrument Fitter (Gen)	...	...	...	...	Air.App. N. Mc D. Wilson
Instrument Fitter (Nav)	...	...	...	...	Cpl.App. D. G. Swainson
Dental Technician	...	...	...	...	Air.App. T. J. O'Regan

WINNERS OF SPECIAL PRIZES—102nd ENTRY**Monsignor Beauchamp Memorial Prize**

The late Monsignor Beauchamp was Principal Roman Catholic Chaplain for the Royal Air Force and for almost 20 years Roman Catholic Chaplain at Halton. On his death a fund was raised to provide among other presentations a book prize to the best all round Apprentice passing out with each Entry.

Winner—F.Sgt.App. J. Marcus

Pioneer Trophy

Presented by the Royal Flying Corps and Royal Naval Air Service Ex-Boys Association to the Apprentice who obtains the highest marks in all technical training subjects at the final examination of each Entry.

Winner—Ldg.App. P. Allen

Crebbin-Robinson Cups

At the 1936 Model Engineering Exhibition held in London certain examples of basic exercises carried out by Apprentices at Halton were on display. These exhibits were admired by a Dr. Robinson and a Mr. Crebbin who kindly offered a Cup for the best Trade Standards Practical Fitting Test at the Final examinations of each Entry. In December 1960, a second Cup was provided from School funds. One Cup is now awarded for the best Trade Standards Practical Fitting Test in Mechanical Trades and the other for the best Trade Standards Practical Fitting Test in Electrical and Instrument Trades.

Winner:—Mechanical Trades:

Air.App. M. A. Taylor

Winner:—Electrical and Instrument Trades:

Cpl.App. D. G. Swainson

Elliott Memorial Prize

Mr. R. D. Elliott was Sir Alan Cobham's ground engineer during his many flights to India and South Africa in the early 1920's. In 1926 Mr. Elliott was killed during the first England to Australia flight. In 1927 a Memorial Prize was awarded by the Royal Aeronautical Society to be presented to the Apprentice who gained the highest marks in English and General Studies at the final examinations of each Entry.

Winner—Ldg.App. D. Jayakody

Quinton Memorial Trophy

On 13th August, 1951, Flight Lieutenant J. A. Quinton sacrificed his life

in saving an A.T.C. Cadet when both were flying in an aircraft which was involved in a mid-air collision. For this supreme act of gallantry Flight Lieutenant Quinton was posthumously awarded the "George Cross". As a mark of esteem all A.T.C. Cadets at that time subscribed one penny per head so that the Quinton Memorial Trophy and replica could be presented to the best all round ex-A.T.C. Cadet passing out with each Entry at Halton.

Winner—Cpl.App. A. V. Hall

102nd ENTRY SPORTS

SCHOOL COLOUR AWARDS

Athletics					
A.A. Dalglish, I. C.	...	...	...	...	1964
A.A. Dobson, G. T.	...	...	...	...	1964
Badminton					
C.A.A. Locke, T. F.	...	...	...	...	1963/64
Basketball					
A.A. Mitcham, R. L.	...	...	...	...	1963/64
Boxing					
L.A.A. Clouder, B. E. W.	...	...	...	...	1963/64
Cricket					
A.A. Close, G. A.	...	...	...	...	1965
A.A. Thomas, J. N.	...	...	...	...	1965
Cross Country					
C.A.A. Locke, T. F.	...	...	...	...	1964/65
F.S.A.A. Marcus, J.	...	...	...	...	1964/65
C.A.A. Orton, A.	...	...	...	...	1964/65
A.A. Wright, M. G.	...	...	...	...	1963/64/65
Fencing					
A.A. Baker, B.	...	...	...	...	1963/64
L.A.A. Chapman, P.	...	...	...	...	1963/64
A.A. Craigie, S.	...	...	...	...	1963/64
A.A. Gavin, R.	...	...	...	...	1963/64
A.A. McFall, R.	...	...	...	...	1963/64
Hockey					
A.A. Gowing, A. R.	...	...	...	...	1964/65
C.A.A. McCrum, R.	...	...	...	...	1964/65
L.A.A. Nethaway, M. F.	...	...	...	...	1964/65
Pentathlon					
L.A.A. Kingston, D. J.	...	...	...	...	1964
C.A.A. Locke, T. F.	...	...	...	...	1964
S.A.A. Mackenzie, M. A.	...	...	...	...	1964
A.A. Rickett, J.	...	...	...	...	1964
C.A.A. Taylor, G.	...	...	...	...	1964
Rugby					
L.A.A. Golding, J.	...	...	...	...	1964/65
L.A.A. Soanes, S.	...	...	...	...	1964/65
C.A.A. Taylor, G.	...	...	...	...	1964/65

Squash				
C.A.A. Dracup, B. ....	...	...	...	1964
A.A. Quinton, R. W. ....	...	...	...	1965
Soccer				
A.A. Close, G. A. ....	...	...	...	1964/65
L.A.A. Eighteen, D. E. ....	...	...	...	1964/65
L.A.A. Sheppard, T. J. ....	...	...	...	1964/65
Swimming				
L.A.A. Deronal, D. ....	...	...	...	1964/65
A.A. Edleston, C. ....	...	...	...	1964
S.A.A. Mullen, T. A. F. ....	...	...	...	1965
S.A.A. Odor, J. P. ....	...	...	...	1964/65
Tennis				
C.A.A. Smith, G. P. ....	...	...	...	1965

102nd ENTRY POSTING LIST (in order of merit)

Swainson, D. G.	Lyneham	Sammons, M. D.	Lyneham
Evans, A.	Technical Branch Cadetship.	Wilkinson, R. D.	Brize Norton
	Substantive Corporal	MacKenzie, M. A.	60 M.U. Dishforth
Allen, P.	C.F.E. Binbrook	O'Regan, T. J.	Uxbridge
Marcus, J.	Technical Branch Cadetship	Hawkes, P. M.	Lyneham
	Substantive Corporal	Nettaway, M. F. J.	2 F.T.S. Syerston
Jayakody, D.	Lyneham	Leigh, A. M.	32 M.U. St. Athan
Hall, A. V.	Technical Branch Cadetship	Perry, N. A.	Lyneham
	Substantive Corporal	Quait, D. F.	6 F.T.S. Acklington
Bardell, T.	Direct Entry Commission	Dunn, C. N.	Uxbridge
	Technical Branch	Smith, D. J.	Lyneham
McFarlane, J. A.	Kinloss	Stockins, R. G.	Watton
Smith, G. P.	Cadetship G.D. Branch (Pilot)	Hearn, R. C.	56 Sqn. Wattisham
	Substantive Corporal	Edwards, M.	C.F.S. Little Rissington
Orton, A. A.	Brize Norton	Sugg, R. F.	Colerne
	Substantive Corporal	Holmes, G.	6 F.T.S. Acklington
Dracup, B.	C.F.S. Little Rissington	Pearce, J. M.	5 P.T.S. Oakington
Malin, R. W.	Wittering	Champion, M. A. C.	Wittering
Woolstencroft, B.	Technical Branch Cadetship	Soanes, S. R.	Lyneham
		Davis, T.	Benson
Odor, J. P.	Ballykelly	Golding, J. R.	32 M.U. St. Athan
	Substantive Corporal	Murrell, J. R.	Benson
Locke, T. F.	Cadetship G.D. Branch (Pilot)	Daly, R. G.	32 M.U. St. Athan
	Substantive Corporal	Moore, D.	Scampton
Owen, D. I.	Wittering	Conlin, B. J.	A.N.S. Gaydon
Harpham, E.	Uxbridge	Blackley, M. P.	226 O.C.U. Coltishall
Brind, B. E.	C.F.S. Little Rissington	Hern, P.	D.E. Commission D.G. Branch (Nav.)
McCorkell, B. L.	32 M.U. St. Athan	Ulliott, D. J.	Substantive Corporal
Mulholland, T. J.	R.A.F. College, Cranwell	Cameron, I. S.	Wittering
Hibbert, A. J.	Watton	Salt, C. J.	Wyton
Mullen, T. A. F.	D.E. Commission, G.D. Branch (Pilot)	Percival, P. C.	Lyneham
	Substantive Corporal	Eighteen, D. E.	West Raynham
Halman, P. A.	1 Sqn. West Raynham	Wilson, N. Mc. D.	Lyneham
		Wing, G. K.	226 O.C.U. Coltishall
		Turner, I. M.	229 O.C.U. Chivenor
		Anderson, L.	Leuchars
		Betteley, L. V.	60 M.U. Dishforth
			60 M.U. Dishforth

Taylor, R. T.	R.A.F. College, Cranwell	McFall, R.	Brize Norton
Dickenson, K.	60 M.U. Dishforth	Hayter, D.	Lyneham
Gillott, P. W.	Uxbridge	Martin, I. S.	60 M.U. Dishforth
Lister, A.	C.F.E. Binbrook	Weeks, D.	Brize Norton
Hayward, R. N.	Benson	Moore, T. G.	32 M.U. St. Athan
Duckmantor, S.	Cottesmore	Watson, R. L.	32 M.U. St. Athan
Honey, A.	1 A.N.S. Stradishall	Kingston, D. J.	60 M.U. Dishforth
Smith, D. F.	Abingdon	Osborne, J. H.	229 O.C.U. Chivenor
Webster, G. J. D.	C. F. E. Binbrook	Hill, S. J.	Lyneham
King, N. P.	Abingdon	Lapham, P. E.	Abingdon
Chapman, P. M.	4 F.T.S. Valley	White, I.	Wittering
Wheeler, D. A.	242 O.C.U. Thorney	Alsop, D.	32 M.U. St. Athan
	Island	Clark, I. K. J.	32 M.U. St. Athan
Grainger, P.	Abingdon	Emmerson, G. F.	4 F.T.S. Valley
Close, G. A.	Lyneham	Rigden, R. W.	226 O.C.U. Coltishall
Nockolds, M. D. S.	2 A.N.S. Hullavington	Meeks, J. E.	Watton
Gibson, G.	3 F.T.S. Leeming	Craigie, S.	30 M.U. Sealand
Swaffer, D. C.	Benson	McGill, I. S.	74 Sqn. Leuchars
Taylor, G. W.	Uxbridge	Butcher, P. J.	Brize Norton
Edleston, C.	C.F.E. Binbrook	King, J.	111 Sqn. Wattisham
Whight, M. G.	226 O.C.U. Coltishall	Rawlings, C. P.	Uxbridge
Keeley, P. K.	Cranwell	Thomas, J. N.	Wittering
Bray, P. C.	Wyton	McFarlane, I.	4 F.T.S. Valley
McCloskey, W. P. J.	Ballykelly	Trotter, I. W.	Northern Comm. Flt.
Bradshaw, W.	Abingdon		Topcliffe
Edgecox, D. E.	Watton	Clarkson, A. L.	32 M.U. St. Athan
Clark, J. S.	1 I.T.S. South Cerney	Frost, F. J. A.	229 O.C.U. Chivenor
Quinton, R. W.	Cottesmore	Houghon, T. A.	Wyton
Stewart, R. F.	Ballykelly	Greenland, J. M.	4 F.T.S. Valley
Bartlett, P. B.	1 A.N.S. Stradishall	Baker, B. E.	Cottesmore
Loveday, B.	Cranwell	Rickett, J. D.	R.A.F. College, Cranwell
Thomas, C. D.	Lyneham	Orme, C. R.	Watton
Amos, L. J.	R.A.F. College, Cranwell	Arnold, R. J.	Marham
Clouder, B. E. W.	3 F.T.S. Leeming	Hill, D.	32 M.U. St. Athan
Twine, K. R.	32 M.U. St. Athan	Wildin, A. E.	4 F.T.S. Valley
Gavin, R. F.	Brize Norton	Lewis, I. V.	C.F.E. Binbrook
Taylor, M. A.	32 M.U. St. Athan	Gowing, A. R.	32 M.U. St. Athan
Marchant, L. T.	Scampton	Allen, P. M. W.	Uxbridge
Dalglish, I. C.	C.F.S. Little Rissington	Roberts, C. R.	5 F.T.S. Oakington
Dossor, T. H.	226 O.C.U. Coltishall	Jeffery, J. W.	St. Mawgan
Mitcham, R. L.	Benson	Pearson, I. M.	60 M.U. Dishforth
Deronal, D.	A.N.S. Gavdon	Foreman, W.	Leuchars
Mould, J. S.	R.A.F. College, Cranwell	Black, J.	32 M.U. St. Athan
Glithero, I.	32 M.U. St. Athan	Land, D.	1 F.T.S. Linton-on-Ouse
Banfield, M. J.	Marham	McCrum, R.	4 F.T.S. Valley
Chapman, K. G.	St. Mawgan	Whittall, C. E.	30 M.U. Sealand
Piimer, J. A.	Cottesmore	Brennan, M.	60 M.U. Dishforth
Sheppard, T. J.	Lyneham	Cunningham, D. R.	32 M.U. St. Athan
Medhurst, D. V. F.	229 O.C.U. Chivenor	Brown, G. F.	32 M.U. St. Athan
Smith, M. L.	Colerne	Jones, N. P.	6 F.T.S. Acklington
Brown, A.	Ternhill	Gunning, P. A.	32 M.U. St. Athan
Buxton, R. W.	229 O.C.U. Chivenor	Griffiths, M. J.	Lyneham
Blythe, I.	60 M.U. Dishforth		
Latham, G.	Wattisham	Passed Out as Senior Aircraftman	
Dobson, G. T.	Brize Norton	Atkinson, L. J.	229 O.C.U. Chivenor
Menet, J. L.	Ballykelly	Pearson, M. A.	5 F.T.S. Oakington
Grice, P.	Ternhill	Bellamy, J.	32 M.U. St. Athan
Harris, T. W.	32 M.U. St. Athan	Bannister, R. J.	54 Sqn. West Raynham
Golder, M.	Wittering		
		In Hospital	
		Howitt, A. M.	



PASSING OUT OF 301ST ENTRY

The Reviewing Officer was Air Vice-Marshal T. C. Macdonald, C.B., A.F.C., Principal Medical Officer Technical Training Command. The Reviewing Officer was accompanied by Air Vice-Marshal B. Robinson, C.B.E., Air Officer Commanding No. 24 Group; Air Commodore D. M. Strong, C.B., A.F.C., Commandant, No. 1 School of Technical Training; Group Captain R. C. Fordham, C.B.E., Senior Training Officer, No. 1 School of Technical Training; Group Captain H. H. Mayoh, Principal Education Officer, No. 1 School of Technical Training; Group Captain D. S. Grant, Officer Commanding, Medical Training Establishment and Wing Commander W. T. Bussey, M.V.O., O.B.E., B.E.M., Officer Commanding, No. 3 Apprentice Wing.

Parade Detail

The parade was under the command of Leading Apprentice D. R. Neeham. Other Apprentices were Subordinate Commanders.

Entries on parade were the 301st, 302nd and 303rd.

The Pipe Band is a Voluntary Band composed entirely of Apprentices.

The Commandant's Report

Air Vice-Marshal Macdonald, Air Officer Commanding, Ladies and Gentlemen—

I would like to welcome our Reviewing Officer to Halton today. Air Marshal Macdonald is the Principal Medical Officer of Technical Training Command. He is also one of the small band of medical officers who have qualified as pilots in the Royal Air Force and, in order better to understand the medical aspects of aviation, has done a considerable amount of flying. His outstanding work in this direction has been recognised by the award of the Air Force Cross.

I would also like to say a word of welcome to parents. I am sure some of you will have visited the School before, but today sees the

climax of your son's Halton training. We all realise here that your help and encouragement have made an important contribution to the successful completion of his apprenticeship. Therefore, I welcome you all and thank you all.

Wastage

Now I turn to my report on the 301st Entry. This Entry of Administrative Apprentices has the distinction of being the first entry of the Nursing Attendant trade to be trained at Halton. They started training on the 31st August 1964 with a strength of 44, and 42 are passing out today.

Trade Training

These 42 were presented for the Final Trade Test examination. All qualified as Senior Aircraftmen, three gaining distinguished passes.

Education Training

On the educational side all members of the Entry passed the Final examination. This excellent result was achieved through very hard work during their second term, and the six apprentices who failed the Intermediate examination but passed the Final, are to be highly commended.

39 members of the Entry have qualified for exemption from the educational element of the promotion examination to Corporal. Seven of these have further qualified for exemption from the corresponding examination for promotion to Sergeant. The three who have not so qualified will do so under the General Education Scheme at their new Units.

General Service Training

The third main part of the Halton Apprenticeship is concerned with General Service Training, and is designed to produce young men who are fit to belong to Her Majesty's Forces. It concentrates on development of character, physical fitness, qualities of leadership and comradeship. Games, drill and life in the Wing are the important features here.

The Entry's initial training was limited to one week only, instead of the two weeks as allowed for other apprentices but, in spite of this, they have reached a satisfactory standard.

The Entry has well represented the Wing in sports. Hicks and Todd have been regular members of the R.A.F. Halton Minors soccer team and Pullinger, Hanson and Brooks have

played for the Station Basketball team. Shrimpton has taken part in the Station Swimming Team and Water-Polo Team and may reach Inter-Services standard. Todd and Boyce were selected for the junior Boxing Championships at R.A.F. Locking and Todd returned with a winner's trophy; poor Boyce went straight into Locking Sick Quarters with a bout of tonsillitis!

A very rewarding week was spent at Summer Camp which took place near Ashridge, in May. The Entry gave a splendid display of how to cross a 35 feet chasm by means of a rope bridge which consisted of one rope on which to stand and one rope above to hold. During First Aid Field Casualty Training they suitably impressed a party of visiting Headmasters with their ability to deal with some very gruesome casualties who were made up by two of the Medical Training Establishment instructors. There is no doubt that many of the Entry developed their self-confidence and initiative as a result of this camp.

Five members hold the Bronze Award, and one member the Silver Award, of the Duke of Edinburgh's Award Scheme, but these were all obtained before joining the R.A.F.

Conclusion

To conclude my report I would like to say that the Entry has settled down well to Service life and to their Halton training. On arrival they were greeted somewhat warily by the other apprentices but it was not long before they were welcomed as members of the Wing.

Before I finish I would also like to say a word of thanks to the School's staff, Service and Civilian alike. I feel sure that the 301st Entry, and their parents, are extremely grateful to you, so on their behalf and on my own I thank you. Finally, I wish to congratulate all members of the 301st Entry on successfully completing their training. I have no doubt that you will try to maintain high standards and to be a credit to the Royal Air Force. Although there is plenty of opportunity for you in the Service, I must stress that your future progress depends on your own efforts. I wish you every success and happiness.

I will now ask Air Vice-Marshal Macdonald to present the prizes.

Reviewing Officer's Address

Commandant, A.O.C., Ladies and Gentlemen,
I am, of course, delighted and honoured to



be Reviewing Officer to the 301st Entry. This is particularly so since this extraordinarily curious figure of 301 conceals the very important fact that you, the 301st Entry, are the very first medical apprentices in the history of the R.A.F. and, more important perhaps, you are therefore the first medical airmen to attract to yourselves some of the public esteem which is accorded to the products of this school.

The Halton Apprentice is known all over the world and through all three Services and you must maintain this reputation. Now, as the Commandant has said, you have done well in your course and, as far as I am concerned, perhaps a little better than we might have hoped in view of the difficulties of a new organisation. This reflects, I think, credit on you, but also, remember, on your instructors, both at the Medical Training Establishment and the School as a whole. I stress this, as indeed has the Commandant, so that you will

remember as you pass out successfully, that you have merely received the basis of your medical and Service education. On this basis it is your responsibility and yours alone to build yourselves into efficient and successful individuals.

There are many opportunities in our Branch for intelligent and energetic airmen, and they seem to me to be increasing in interest and in number all the time. Now I know the List 1 trades, to some degree, get the glamour; they are however, all tremendously interesting and well worth working to get into. The trades of physiotherapy, operating room technicians, hygienists, state registered nurse, laboratory technician, and so on, all, have the advantage that you automatically have access to civilian jobs either at the end of your engagement or, if some unfortunate thing happens and you have to leave us, before that happens. We must never forget, however, that there is a limited number of these jobs and you must

not be disappointed if, as I say, you don't get into one of the glamour jobs.

The medical secretarial airman is, and must always be, the administrative backbone of the Medical Branch and here, as in the List 1 trades, the prospects of promotion seem to me to be improving. The prospects of commissioning are also better than they were, though this of course, is not what you are at present training for. Promotion and good jobs from now on depend on you; the moment you step out from this school you stand on your own feet and your prospects depend largely on your own efforts.

This sounds all very solemn, but it must be said. Now, having been solemn I feel that I can welcome you to our Branch, the Branch in which you are now fledged, if not perhaps fully fledged. This Branch which you are now entering, the Royal Air Force Medical Branch, has I am very happy to say, a very high reputation in the Air Force as a whole, in medical circles outside and, in the other fighting Services. This has not always been so but slowly and steadily over the last 20 or 30 years the professional reputation has grown and this reputation has been equally divided—let me make this very clear—between those airmen and officers who work in hospitals, and those who work in Station Sick Quarters. Both sides have done magnificent work, and this has resulted in a wonderful relationship between our Branch and the Service as a whole. You, and those who follow you from Halton must help to maintain this reputation. Just as the reputation of the ex-Halton apprentice in the past has been one of meticulous engineering, skill and reliability, so must your reputation be high in our field.

Now, the Commandant when introducing

me, mentioned my own personal relationship with aviation which has always been a great interest to me. A thought you may take away with you is that our Branch is as much responsible for the efficiency of the flying part, that is to say the spearhead of the Service, as are the Engineering Branches. Our Branch is responsible for the fitness of the individual, the pilot, the aircrew and the people who look after the aircraft just as the engineering branches are responsible for the fitness of the machine. In fact I may tell you a point of historical interest. When our branch was founded in about 1918/1920, it was a curious foundation. We were then directly under the Chief of the Air Staff because the work done by the Medical Branch so directly affected the order of battle.

I, personally, would like to finish my words to you by congratulating you on the parade. It is obvious to me that you have spent a great deal of time on it, and I think the time was well spent. The Halton Apprentice parades are renowned for their precision and I don't think you have let Halton down. I certainly intend to report this to the Commander-in-Chief. I'd like, although I have already done so individually to congratulate the prizewinners publicly and hope that their future will bear out this excellent promise. I am sure it will.

Finally, like the Commandant, I should like to say a word to the parents who are here today. I am sure you are very pleased that your sons have done so well and I also feel that you would like to join me in congratulating their instructors for the excellent work they have done over the last year in preparing them for what, I am sure, we all are quite certain will be successful careers.

301st ENTRY — PRIZEWINNERS

Highest in Order of Merit, All Subjects
Ldg.App. D. R. Neeham

Highest in Order of Merit, Trade Training
Admin.App. M. E. Harvey

Highest in Order of Merit, Educational Subjects
Admin.App. A. W. Scott

Highest in Order of Merit, General Service Efficiency
Ldg.App. D. R. Neeham

301st ENTRY POSTING LIST

(in order of merit)

Neeham, D. R.	R.A.F. Hospital Wroughton	Todd, J. McN. Young, R.	R.A.F. Hospital Halton R.A.F. Hospital Wroughton
Scott, A. W.	R.A.F. Hospital Halton	Feltham, R. D.	R.A.F. Hospital Nocton Hall
Hinde, A.	R.A.F. Hospital	Smith, R. C. C.	R.A.F. Hospital Nocton Hall
Fellows, M. J.	R.A.F. Hospital Wroughton	Teale, R. D.	R.A.F. Hospital Cosford
Cox, A. C. W.	R.A.F. Hospital Wroughton	James, G. M.	R.A.F. Hospital Wroughton
Hackett, T.	R.A.F. Hospital Ely	Mason, D.	R.A.F. Hospital Halton
Harvey, M. E.	R.A.F. Hospital Wroughton	Davies, G. P.	R.A.F. Hospital Cosford
Ripley, G.	R.A.F. Hospital Halton	Benson, F. J. E.	R.A.F. Hospital Cosford
Lane, S. J.	R.A.F. Hospital Ely	Bramwell, P.	R.A.F. Hospital Wroughton
Davies, C. K. W.	R.A.F. Hospital Cosford	Hunter, J. J.	R.A.F. Hospital Nocton Hall
Hicks, N.	R.A.F. Hospital Ely	Shaughnessy, I. J.	R.A.F. Hospital Wegberg
Hanson, G. H.	R.A.F. Hospital Halton	Curran, J. K.	R.A.F. Hospital Cosford
Brooks, D. J.	R.A.F. Hospital Ely	Tate, R. K.	R.A.F. Hospital Ely
Ryan, D. T.	R.A.F. Hospital Ely	Earnshaw, I.	R.A.F. Hospital Cosford
Bartlett, A. J.	R.A.F. Hospital Cosford	Findlay, M. S.	R.A.F. Hospital Nocton Hall
Eaves, R. G.	R.A.F. Hospital Wroughton	Hewitt, D. A. A.	R.A.F. Hospital Nocton Hall
Pullinger, R. J.	R.A.F. Hospital Nocton Hall	Burnett, R. G.	R.A.F. Hospital Ely
Joyce, J.	R.A.F. Hospital Nocton Hall	Boyce, W. J. A.	R.A.F. Hospital Nocton Hall
Merritt, R. J.	R.A.F. Hospital Nocton Hall		
Buchan, C. I.	R.A.F. Hospital Halton		
Brenchley-Hole, M. C.	R.A.F. Hospital Ely		
Millard, J. A. B.	R.A.F. Hospital Cosford		
Shrimpton, P. J.	R.A.F. Hospital Halton		

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THE ROTHSCHILDS AND HALTON HOUSE

by

Squadron Officer G. HAYDOCK

A.R.R.C., P.M.R.A.F.N.S.

When I returned to the Princess Mary's Royal Air Force Hospital at Halton I became intrigued with Halton House, which is now the Officers' Mess of that station. There I saw this ornate French chateau, made of warm Oxfordshire stone set incongruously in the superb vale of Aylesbury. I wondered how it came to be built, what sort of a person could have created it, and what life was like when it was occupied as a home. I knew that it had been owned by a Rothschild, and that there were many stories of those days, which have passed into legend. So to satisfy my curiosity I began my hunt and research.

The foundations of Halton House were laid over 200 hundred years ago, in a ghetto in Frankfurt on Main.

There a young Jew, Mayer by name, worked as a bank clerk for a pittance. He sought to improve his position in life and set up as a second hand clothes dealer, progressing to business in general merchandise and money changing.

When he married he took his wife to a house which had a great luxury, an indoor water pump. Over the door of this house was a red shield and it was from this he took his name.

Business prospered and he became adviser to the wealthy Prince William, Elector of Hanau. So Mayer Rothschild, in this his first transaction with a head of state, set out on the road which his descendants were to follow with such success. He had five sons who acted as his agents all over Europe, gaining a subtle liaison between bankers and commercial houses as they settled in Germany, Austria, Italy, France, and England.

So it was in 1797 that Nathan, the third son, came to England—dealing in general merchandise for the European market. Two years

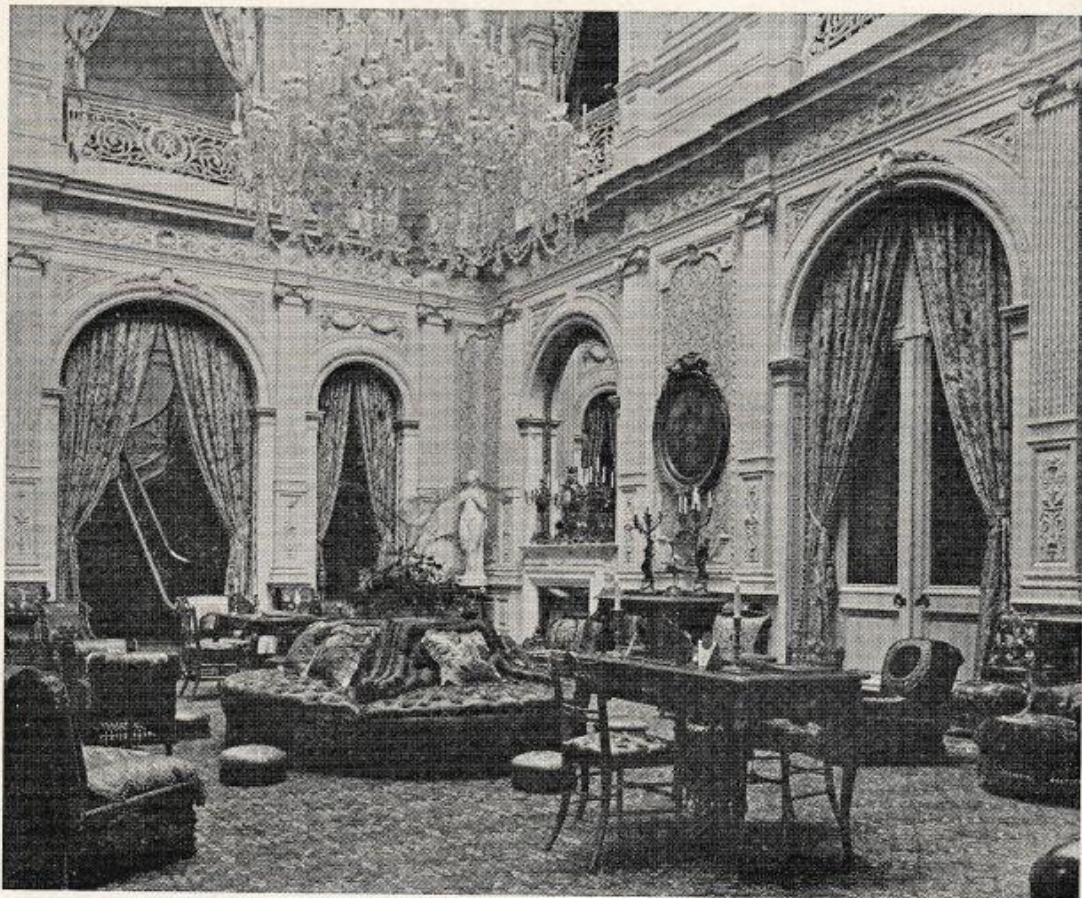
later the French Revolution, and the Napoleonic War starting in 1806, seemed to endanger his father's dream. Many were swept away but the House of Rothschild emerged triumphant, with Nathan as the financial genius ably supported by his family on the continent. He eventually dealt in the ultimate commodity, registering in St. Swithin's Lane as a merchant Banker, and the house is still listed as that in the London Telephone Directory today.

Nathan had a firm belief in the ultimate victory of England in its struggle against Napoleon. With this aim the house became England's life line in Europe, using the Rothschild own private and efficient communications service. Nathan forwarded funds due to England's Allies but with such a light touch that sterling was not even dented. For this he earned the gratitude of the government of the day.

Thus the dynasty was established as the London house maintained its influence in England and over Europe. Its strength, as always, was to be in its sons. Nathan had four sons. Lionel, the first born, followed the path marked by the immigrant father and his grandfather, the Jew of the ghetto.

Lionel made many loans to the state including raising 16 million pounds to finance the Crimean War, 5 million pounds for Turkey—under-writing the loan for the relief of the Irish famine, and subsidising the East India Company.

The following anecdote will illustrate the scope of his activities. Mr. Disraeli, the Prime Minister, heard that the Khadive of Egypt wanted to raise money, and was willing to sell his Suez Canal shares. France was interested, and Disraeli was anxious to snap up this bargain, but Parliament was in recess. So



he hurried round to Lionel Rothschild, and told him the story. 'How much?' he was asked; four and a half million pounds was the reply, and on Lionel's nod, the Suez Canal shares were bought, on a note of hand. It is interesting that the revenue from this investment in the years before the 1939 war brought in to the exchequer over two million pounds each year

Lionel invested in about 30,000 acres in Buckinghamshire, and it was there that his three sons, including Alfred the middle son, built their country residences.

Mr. Alfred, as he is still called by those who still remember him, was an elegant man,

the result of careful breeding and a liberal education. It was at Cambridge University that he first met Edward, then Prince of Wales, and formed a friendship which lasted a lifetime. When he grew up he combined the three family vocations of business, Jewry, and philanthropy, with a pursuit of the Arts and Politics. He never married.

It was on the Halton estate that Mr. Alfred built his luxurious home on the lines of a French chateau, set amongst some of the most glorious beech woods in England. His taste was supposed to be exquisite, but he must have been overwhelmed when it came to thinking in terms of a mansion. He was firm on

one point however, there should be no consideration for expense. The result was appalling and vulgar, but he had central heating installed and the amazing new electricity. This was a far cry from the indoor water pump at Frankfurt on Main.

Thus Halton House came into being. It had a grand opening in 1884, and he entertained then as always most lavishly, for Mr. Alfred Rothschild rusticated not like a squire but an emperor. The carriage horses which would meet his guests at Wendover station were caparisoned with harness of tooled leather and gold. His visitors would be taken round the house, to admire and wonder or whisper at the treasures laid before them. The rococo decoration was a good setting for the priceless art treasures from all over Europe. It was said that a single mantle-piece could hold bric-a-brac to the value of £50,000, whilst his collection of 17th and 18th century paintings was the finest in England. His guests would see the fabulous gardens, with trees and shrubs landscaped for colour and height, and planted fully grown. If his visitors needed further diversion, Mr. Alfred would entertain them in his own circus, acting as ring master, or take them for a drive in the lanes of Buckinghamshire, driving Zebras four in hand.

His guest book was a most Catholic one, with names drawn from statesmen, politicians, men of action, leading actresses and the darlings of London society. Names like Melba, Patti, Rubenstein, Litz, Kitchener of Khartoum, the Shah of Persia, Asquith, Lily Langtry, and their friend Edward The Prince of Wales.

Queen Victoria came to see for herself, to be astonished and perhaps amused. All these personages would dine in the gold salon, later to be the scene of so many elegant guest nights of the Officers' Mess.

Mr. Alfred cared for the welfare of the villages of Wendover and Halton, almost running an early welfare state. He provided a district nurse, a school-master, and clothing and shoes for the school children. Hospital care for his staff, and soup kitchens for the needy were also available. His coming brought relief to a rural area badly hit by the social and economic changes brought about by the industrial revolution, and he fostered ties to Halton which continue today.

This Mr. Rothschild had many personal foibles. He would never handle used money—newly minted money was delivered daily. His private train was always kept ready with steam up at Wendover railway station. Before the first world war he had a motor vehicle, but it was always followed by a horse and carriage in case it broke down.

He anticipated the onset of the first world war and tried as early as 1911 to avert the holocaust. Foreign affairs were his special province. He exercised his strong influence in international affairs and his voice was listened to with deference. He brought statesmen from both sides under his own ornate roof. His financial interests no less than important family connections on the continent made him dread the possibility of war. When war was declared he offered his estate to the army for training and manoeuvres, and in 1917 it was taken over by the Royal Flying Corps. He donated his lovely beech trees for use as dug out props in France, and the fir trees we see today were planted in their place. Mr. Alfred did not live to see the end of the War. In 1918 a year after his death the estate was bought by the crown for a nominal sum, at the determined insistence of Lord Trenchard. Thus the new chapters in the life of this estate at Halton are still being written.

SCHOOL NOTES

'Vincit qui patitur' ought to be the Schools' motto. Each new season brings its crop of examination scripts to mark, reports to be written, foul tea hurriedly to be drunk in those few, noisy moments of relaxation, and further crops of bright eyed Apprentices lusting for the knowledge we have to give.

Those who endured and conquered and who didn't go mad, wisely left for other things. Flt.Lt. Doling, scarred by his term as Adjutant, went up the road for a rest; Abingdon suits him well. His successor is, at present, amiable. Flt.Lt. Goldstein is much missed. His good natured, laconic comments on Schools' life lifted many a moment of gloom. He is lording it at Brize Norton and, it is rumoured, has his own bowling alley. Fg.Off. Graves, pausing in between trips to Malta, Aden, Cyprus and points east, collected his kit and vanished. Sqn.Ldr. Evans decided he'd had enough, but was posted to Cranwell. There were other casualties too.

Then there was an invasion. Flt.Lt. Bates appeared and was appointed Adj., with a promise of early relief. Flt.Lt. Terrett appeared and was offered as a sacrifice to Flt.Lt. Bates. Flt.Lt. Terrett is a lawyer, so the arguments for not going on Church parade had better be good. Sqn.Ldr. Everall came to specialise in Mathematics. He is heard muttering to himself in his office. Flt.Lt. Cowland came to replace Flt.Lt. Bushey Dive and

immediately was cast as the perfect butler by The Halton Players. Fg.Off. Bevan re-appeared: he came back to collect his rugby boots and stayed on without pay, out of sheer love of Halton. Mr. Stokle came to give civilian morale a boost: Mr. Gandy is, after all, getting on. And Flt.Lt. Hiscock, Flt.Lt. Bates, Flt.Lt. Bartlett arrived in a small van as part of a package deal with Henlow.

The Establishment review made little difference. We all work too hard to notice those additional classes.

And one member of the General Studies Department, keen as ever, did enter his classroom and grind into first gear of 'The History of Modern China' before being told by the astonished apprentices that they were sitting an exam!

Now that white coats are in, the members of the Aerodynamics Section look even more like testers for 'Stork'. Bernard Davies has affected a stethoscope and a Kildare smile. It is rumoured too that Phil Wells has saved enough money out of his swindle to buy fresh, instead of used, tea. The Salvation Army may suffer, but who are we to complain.

One wonders if we all stole quietly away, would not the machine still function regardless? The statistics would appear, the bands play, the snow fall. Teaching machines at least can't complain.

BOOK REVIEW

'WHAT THEY WERE LIKE TO FLY'

IAN ALLAN LTD—30/-

This question is posed Sqn.Ldr. D. A. Clarke, D.F.C., A.F.C., a self-confessed 'type hog' who in the course of a decade and a half of active flying, has flown more than fifty very assorted types of aeroplane.

As the pages of his flying log book are turned, one shares in a variety of personal experiences concerning 36 aircraft, ranging from the very old faithful Westland Wallace—the conqueror of Everest—and Vickers Vildebeest, to the World War 2 Junkers 87D and the redoubtable superb Spitfire.

Those with a genuine appetite for flying will enjoy these very readable reminiscences: the older enthusiasts will reach for their own flying log books and re-live, as Sqn.Ldr. Clarke has done in this book, memories of an age

of flying that has passed: the younger ones will probably be rather envious of the author's opportunities; all will realise how far we have come since those early days when pilots flew into battle ill-equipped, poorly briefed and vaguely controlled.

The very short chapters and occasional repetition of previously stated facts make this book more suitable for selective rather than continuous reading. Nevertheless, it is an entertaining book, containing 56 excellent photographs, and is a welcome addition to the flying enthusiast's library.

Editor's Comment— This book should be available shortly in the Recreational Library of the Station Education Section.

TECHNICAL TRAINING WING NOTES

AIRFRAME AND PROPULSION TRAINING SQUADRON

At the end of the summer the 102nd Entry passed out, achieving a very good standard. All of them passed first time so avoiding the sweat and tension of re-boarding. They were a popular entry and we wish them well in their service careers. Our congratulations to Cpl. Apprentices Hall and Smith on being granted Technical and G.D. Cadetships respectively.

This term we have a change of Command. Sqn.Ldr. Trenam (21st Entry) departs for M.O.D. (Harrogate). We wish him well and are confident even he will find enough cool air in the adjacent Pennines. We welcome Sqn.Ldr. Chant M.B.E. (33rd) from M.O.D. (London) and hope he will have a happy tour with us. Others whom we welcome and who can expect a much longer tour here are Mr. Newnham (38th) and Mr. Deane (52nd) who joined the Civilian Staff as Airframe instructors.

Shortly, the 103rd Entry will be preparing to Pass Out and by the time this is in print they will have their kit packed. Meanwhile we have fingers crossed for them, and congratulate S.A.A. Peele on his promotion to Entry Flight Sergeant, the first this Squadron can claim for some time.

AIRFIELD TRAINING SQUADRON

Since the signing of the agreement on the ban on A-Bomb testing precludes such happening being blamed for the weather, it must have been just another perversity of our climate which turned the Airfield Training Squadron's summer term into a frogmen's exercise instead of the usual idyllic conditions for outside activity.

The appearance of the contractors with their digging appliances, and some of their results, aided by the weather, gave rise to the rumour that Cpl. Swann had organised a swimming pool along with his other ideas for squadron sports facilities. Hopes were dashed when it was realized that the installation of heating facilities were beyond the resources of even Ch. Tech. Bosdet's facilities.

The introduction of the new trade structure

brought its problem of Engine and Airframe people becoming proficient in Electrics and Instruments. To ensure that the staff will be crossed trained before the craft and technician apprentices arrive an intensive programme of training has been going on. Concurrent with this training was the programme of conversion of the staff to the lesser known trades of Eagle Flyers, Flagpole erectors, Bunting hangers and removal men for the events which didn't occur.

Once more the Airfield Training Squadron has been brought up to strength with the arrival of a replacement W.O. Supervisor, W.O. Jackson from 71 M.U. ex 24th Entry has returned to his happy hunting ground.

The maintenance flight bore the brunt of the changes in personnel during the summer term with the departure of Sgt. Head (to Leeming on promotion), Cpls. Reynold and Gregory (Overseas). Welcome to their replacements, Sgts. Ashall, Howell and Fleet.

TECHNICIAN SQUADRON

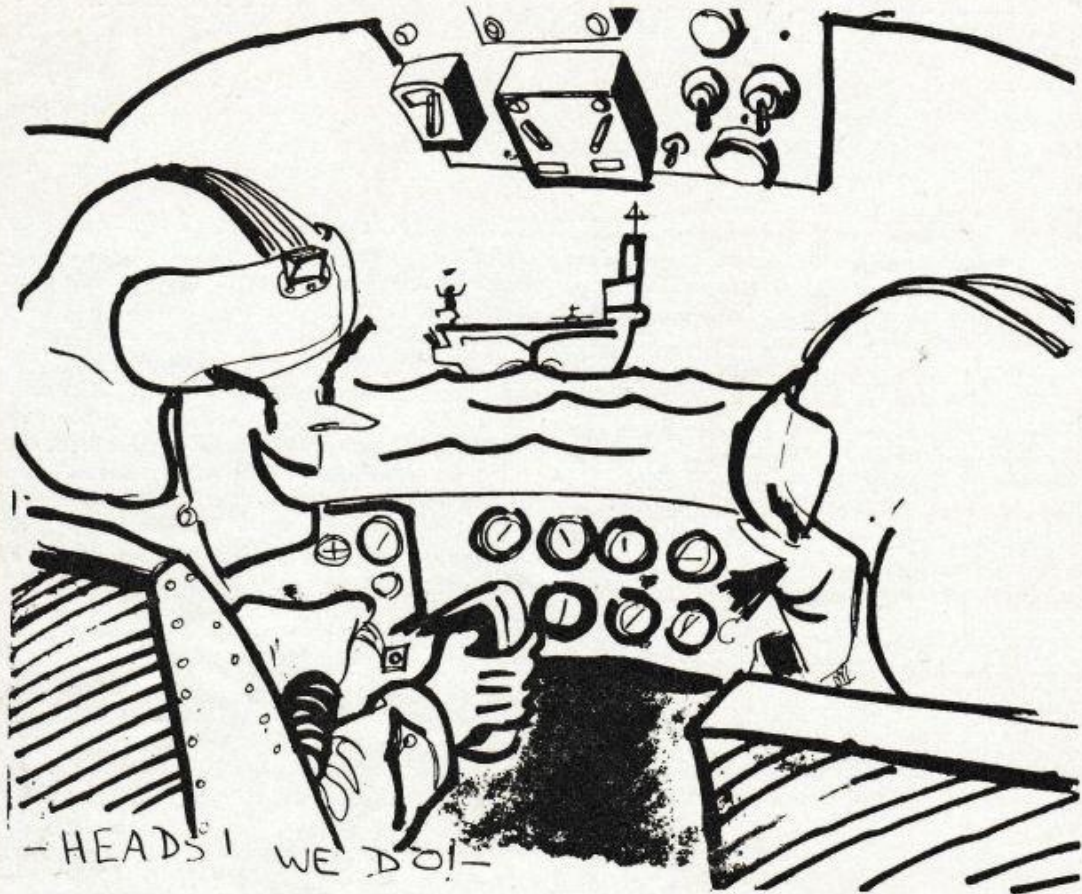
At the time of writing, the 107th Entry are looking forward to their first birthday in October, and the staff are looking back over the year's events.

Happy to say, results show that the syllabus of training is within the capabilities of these 'new boys'. The results are indeed rewarding to the instructors who spent long hours and had many anxious moments in the preparation of the training literature and equipment prior to the start of the first year phases.

A representative team from the 107th entered a Knock-out competition, on Aeronautical subjects, organised by the Halton Branch of the R.Ae.S., and in an exciting final round, narrowly beat a team from the 105th Entry.

The second intake of Technicians, the 108th, joined us in May, and have settled down well to their training. July saw the departure of Mr. Bob Davey, who retired after 27 years as a civilian instructor, the last 13 years being spent at Halton. His retirement was marked with a presentation by Sqn.Ldr. Murphy on behalf of the staff.

We welcome to the Squadron Ch.Tech. Powell who returned to Halton after a year



[By kind permission of Coastal Command's 'Thro the Looking Glass']

in Borneo, and to Ch.Tech. Samuel from Kinloss.

This year No. 1 S. of T.T. was selected to represent Technical Training Command for the Battle of Britain Display at R.A.F. Biggin Hill. The Squadron's effort was to supply a selection of engines and 2 instructors, Ch.Tech. Powell and Sgt. Timms, who did well to answer the many interesting and surprising questions put to them by the public.

By the time the magazine is published we will have said fairwell to our Squadron Commander, Sqn.Ldr. Murphy. He came to Halton as C.O. of the Engine Fitter Squadron, but was immediately given the task of forming the Technician Squadron. We thank him for the immense amount of hard work he has done for the Squadron, and especially for his wise guidance in the laying of the sound

foundations on which the Squadron is now firmly established. We all wish him well in his new posting to Cyprus.

ELECTRICAL FITTER FLIGHT

Our best wishes to the 102nd Entry on the successful completion of their training. Although not a 100% pass level at Jnr.Tech. level, the average results were good. Congratulations to F.S.A.A. Marcus, S.I.A.A. Evans and L.A.A. Wolstencroft, who were awarded Technical Cadetships, to C.A. Locke who was awarded a G.D. Cadetship, and to L.A.A. Bardell who was selected for a Commission in the Technical Branch.

The main task since our last contribution has been the progressive development of the various phases of training concerned with the advent of Aircraft Fitter (Electrical) Craft

Apprentice training and the same time continuing our efforts with the last of the Aircraft Apprentice entries.

In June we said farewell to Flt.Lt. H. Molyneux who had been our Flt.Cdr. for three and a half years. We wish him every success in his post at 103 M.U. Cyprus. Best wishes and success also to Sgt. Weaver who left the Service in July. We welcome Flt.Lt. S. Hardaker, who has moved over from Instrument Training to hold the reins of responsibility of the Flight, and Cpl. Silver who has just completed a tour of duty in Borneo.

The Flight continues to be well represented in the sporting activities of the Station and our athletic members are now preparing for the football season—let us hope they will meet the same degree of success as they did last season.

INSTRUMENT

At the end of the summer term the 102nd Entry passed out and brought several honours to the Instrument Flight. We congratulate S.A.A.s Hern and Mullen who were awarded cadetships; C.A.A. Swainson who gained highest marks in the Order of Merit, winner of the Crebin-Robinson cup and also was the best Instrument Fitter (Nav); and finally, A.A.

Wilson who was the best Instrument Fitter (Gen.).

Since the last issue of the magazine in Spring we have lost several members of our R.A.F. staff; Flt.Lt. Hardaker has transferred to the Electrical Training Flight, taking with him Cpl. Tiernan; Sgts. Fisher and Cumber have been posted to Newton and Cosford respectively; and Cpl. Swann has been transferred to the Airfield Training Squadron. Our civilian staff has been depleted also; Messrs. Buchanan and Edgecombe have left us to take up civilian posts outside the Royal Air Force; and, Messrs Bower and Clapham to Hartlebury and Cosford where they will continue their connection with the R.A.F. In addition to these 'normal' losses, Mr. Tranah retired after twenty-eight years as an instructor. No doubt all who knew him will join with us in wishing him a long and contented retirement.

On the credit side we welcome from Headquarters Signals Command, Flt.Lt. N. C. Elphick who has moved into the Instrument Training Officer's chair vacated by Flt.Lt. Hardaker. It appears likely that he will be the last incumbent of this post as Instrument training ends at Halton with the departure of the 106th Entry in December 1966.

MEDICAL TRAINING ESTABLISHMENT NOTES

On 1st July 1965, Gp.Capt. D. S. Grant, M.R.C.S., L.R.C.P. took over command of M.T.E. from Gp.Capt. J. A. MacCarthy, O.B.E., G.M., M.B., B.Ch. who is now the Deputy Principal Medical Officer, Headquarters, R.A.F. Germany.

Sqn.Ldr. F. R. Dennis has taken over the duties of Unit Administration Officer and Flt.Lt. G. Halliburton is now the Officer i/c Medical Cadet Scheme and Unit P1 and P2 Officer.

Congratulations to W.O. Bradley, Medical Training Flight (Secretarial), W.O. Matthews, Medical Training Flight (Basic) and Chief Technician Snelling, Institute of Hygiene who were commended by the Air Officer Com-

manding, No. 24 Group. F.S. London and F.S. Kidd have been promoted to Warrant Officer, the latter being posted to R.A.F. Hospital Ely. M.T.E. entered a team in the W.R.A.F. Inter-unit sports meeting and were runners-up for the cup. A.C.W. Smith, M.C. was first in the 220 yards, A.C.W. Holmes, S. first putting the shot, A.C.W.s Murdock, J. K. and Ferguson, M. E. first in the three-legged race and L.A.C.W. Drake first in the 100 yard hurdles.

It is with regret that we report the death of Jnr.Tech. Hobson of the Physiotherapy Training Flight on August 13th as the result of a road accident.

APPRENTICE WING NOTES

No. 1(A) WING NOTES

104th ENTRY

The Entry completed the summer term with an enviable record of success in a variety of fields.

General

During this period the Entry also saw many changes of staff. Flt.Lt. M. J. Dicken left us for R.A.F. Digby and F.S. Byrne to R.A.F. Waterbeach and we wish them good luck in their new postings. We welcome Flt.Lt. G. A. Farlam and Plt.Off. P. J. Morris our new C.O. and Deputy C.O. now to guide us through to pass out. Other additions to staff are F.S. O'Hara and Sgt. Evans, alas, already well versed in youth training.

The end of summer term saw the promotion parade and we congratulate all who gained a new chevron.

As far as school activities are concerned the Entry has shown itself well founded. L.A.A. Young, L.A.A. Cheeseright, A.A. McCombe and A.A. McNulty represented school and station at Hockey. S.A.A. Spink, C.A.A. Bedford and A.A. Shah played cricket for station and school. As usual the aqua man A.A. Teague did well and was awarded School and Command colours for swimming, and other notable successes such as the R.A.F. Championships in which he came second. L.A.A. Mason played in the Water Polo team and was awarded colours. L.A.A. Simpson was promoted to school fencing captain. A.A. Ong played basketball and badminton for station and school and was awarded colours for basketball. At tennis L.A.A. Webberley gained his colours. A team of 104th Apprentices comprising S.A.A. Spink, C.A.A. Mallard, L.A.A. Whitear, L.A.A. Martin, L.A.A. Rhodes and A.A. Mullen were the first R.A.F. team ever to complete the Ten Tors senior endurance test over Dartmoor and were awarded their colours.

Academically the Entry has gained in external examinations 8 'A' Level G.C.E.s, 61 'O' Level passes and 30 City and Guild passes.

All are to be congratulated on their achievements and we are sure no better example could

be shown by the senior entry of No. 1(A) Wing, for the junior entries on the Wing to follow.

202nd Entry

The 202nd Entry entered their second term of training in good heart and soon buckled down to absorbing the vast volume of information being pushed at them by their various Instructors in the Wings, Workshops and Schools. C.A. Hands was transferred to the 108th Entry, 3(A) Wing, in June to continue his training as a Technical Apprentice. The major achievements of the Entry during this term have been in the field of sports.

C.A. Fergusson was selected for the R.A.F. Junior Athletic Team and has also been reserve in the Inter-Station cup teams. His main prowess is in the high jump which he won in the McEwan Competition.

There has been a very keen interest in canoeing within the Entry and throughout the season an average of 20 C.A.s have taken to the water. C.A.s Blane and Dixon were selected to represent the Station in the Championships organised by the Army at which all three Services competed. Blane and Dixon are in training for the Devizes to Westminster race in 1966.

C.A.s Stuart and Cherry were selected to crew in the Command Sailing Championships. C.A. Cherry crewed for Wg.Cdr. McLean who came first.

Over Whitsun the Ten Tors expedition took place (fully reported in another article) and ten members of the Entry enjoyed the rugged scenery of Dartmoor.

C.A. Meehan has been awarded the Queens Scout Badge. He is a keen member of the Halton Scout Troop.

During the term there has been a change in the Staff. F.S. Lewis has been posted to R.A.F. Newton on 1st April 1965 and F.S. Lenz arrived from R.A.F. Uxbridge, on the 20 April 1965 to take over the Flight Sergeant's chair. However he did not remain very long with the Entry. On the 2nd August 1965 he departed to R.A.F. Biggin Hill as W.O. Lenz came to take up the post of S.W.O.

No. 2(A) WING NOTES

103rd Entry

The summer term was a very successful one for the 103rd Entry in its many fields of activity. Sport, as always, was a strong point of the Entry and they continued to provide a large number of representatives for the various school teams.

In the Inter Command Athletics Championships six members of the Entry competed and brought back their fair share of silver hardware. In the Technical Training Command Shooting Championships held at Bisley the Entry team did very well coming 5th overall and L.A.A. Miller gained 3rd place in the individual competition. The team was unlucky, however, in that S.A.A. Carhart's score could not be counted in the competition and a reserve had to shoot for him. His score would have given the Entry team first place and won himself the individual prize.

Three members of the station hockey team, seven members of the school hockey team, the school cricket captain, a large number of the cricket team itself, six members of the school gymnastics team, and a good proportion of the other school teams were all provided by the Entry. A.A. Bayes and A.A. Procter continued their admirable representation of School, Command and R.A.F. Junior teams in their respective water sports.

In last term's magazine mention was made of the training programme arranged for those taking part in the Ten Tors Expedition over Dartmoor. The training showed its worth when all eight Halton teams completed their various routes, including the impeccably dressed 103 Entry team who were one of the first two R.A.F. Senior teams ever to complete the 60 mile course. The whole team were awarded their school colours.

During the 103rd week of training the Entry formed the Halton Branch of the National Farmers Union. A field of cabbages, a haystack, trees, fences and various farmyard implements made a brief appearance on the Henderson/Groves parade ground. The Entry showed their spirit in the way they set about the weekend which provided for furthering their agricultural talents, both at the Station Saddle Club and the Station Pig Farm. This was the first occasion on which the Entry

Colour had been seen 'on parade' and the colour party, with S.A.A. Johnson as Colour Bearer, did an excellent job of parading it with full pomp and ceremony.

In the Pipe Band Competition the entire 2(A) Wing band was once again provided by the 103 Entry. Though they failed to take the prize for the best band C.A.A. Bromley won the Silver Trumpet and C.A.A. Rattray became the first apprentice to win the Silver Pipes on three successive competitions.

The Entry said goodbye to Sgt. Fox who left the Service for the outside world. We wish him the best of luck in his new job.

In the field of bull and boots the Entry provided the only representatives of 2(A) Wing on the Route Lining for the President of Chile. On the Passing Out Parade of the 102 Entry the 103 Entry were commended by many as the smartest Supporting Entry for many years. The Entry now assumed the role of the Senior Entry, almost two weeks before the end of the term, and will doubtless continue in their final term to be an inspiration to the rest of the Wing in all fields of activity.

201 Entry

The 201st Entry completed the Summer term with a total strength of 97, have transferred C.A. Hornby to the 108th Entry on a Technician Apprenticeship. Flt.Lt. R. W. Burgess, who commanded the Entry at the beginning of the term, has left to join the British Antarctic Expedition and is succeeded by Flt.Lt. M. J. R. Waters, who has just returned from a 'very arduous' tour in New Zealand. The Entry is maintaining its previous high standards and is, as did the first Craft Apprentice Entry, establishing a reputation which will ensure the ready acceptance of future Craft Entries. On the academic side good progress is being made both in Workshops and Schools. Ten passes at 'O' level in the General Certificate of Education were achieved and many are entered for the Winter examinations.

Among the additional pursuits in which the Entry took part during the term was a programme of Resource and Initiative Training in preparation for R. and I. Camp in the Autumn Term. This training culminated in a most successful weekend camp on the Airfield. Two Syndicates were entered for the very

successful Ten Tors Expedition, and seven Apprentices formed a part of the School Gymnastic Display Team. Individual recognition was given to C.A. Armishaw and O'Connor on their selection to the Royal Air Force Junior Swimming Team.

During the Summer leave period, C.A. Boyd and Lawson travelled to Singapore, C.A. Ward to Naples and a party of six to Sweden.

On the whole this was a most industrious and successful term leading to more senior responsibility including a Route Lining commitment for the State Visit of the President of Pakistan.

203rd Entry

The 203 Entry arrived at Halton on 3rd May 1965 to become No. 3 Squadron of No. 2(A) Wing. The Squadron Staff at the time were Flt.Lts. Doyle and Mason, F.S. Whiskie, and Sgts. Lawton and Carr. We have since said farewell to both officers, Sqn.Ldr. Doyle having been posted to Air Ministry and Flt.Lt. Mason to Andover. Sgt. Carr has also left to join No. 1 Squadron. Fg.Off. B. Ferrill, B.E.M., arrived in June and is at present the O.C. of the Entry.

On arrival the Entry strength was 99 and has been reduced by 2 medical discharges, 4 discharges by purchase (they couldn't take it!) and one medical recourse. The remaining 92 are fast making a name for themselves especially in the realm of sport.

C.A.s Baker 524, Beman, Harrop, Hirst, Hoyland, Iball, Mendum and Sanderson of the school athletic team. C.A. Williamson represented the school at Rugby, and C.A.s Brankin and Rogers have been regular members of the school Gymnastic Display team.

Special mention must be made of C.A. Baker 475, who in his first twelve weeks at Halton represented the School at Athletics, Soccer and Cricket!

The 203rd Entry have made an impressive start at Halton. As they go forward into their second term an excellent entry spirit is developing. The Entry's eyes can be said to be well and truly open, they now understand the meaning of the words 'When I say move—MOVE!!' With their kindly N.C.O. urging them on they have reached a high standard of drill, personal turnout, and domestic cleanliness. We look forward to the future with confidence.

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No. 3(A) WING NOTES

Preface

In direct contrast to the Spring term, the Summer term on this Wing was one of intense activity for all entries, culminating in the Passing Out of the 301st Entry on the 13th August 1965—the first passing out parade to be held on No. 3(A) Wing for some years. Also during the term the Wing mounted the annual A.O.C.'s Parade, the Annual Mayoral Service in Aylesbury, and provided a large contingent for the route lining during the visit to this country of the President of Chile.

Within the Wing there have been several staff changes, the most important being towards the end of the term when Wg.Cdr. A. G. White was given a ceremonious farewell by all members of the Wing as he departed for the hotter climate of Aden—we wish him the best of good fortune in his new appointment. We also welcome our new commanding officer, Wg.Cdr. W. T. Bussey, M.V.O., O.B.E., B.E.M., who has just returned from an overseas tour, and wish him a pleasant tour at Halton. We wish bon-voyage to Fg.Off. K. Cugnoni who will have settled down in his new post in Cyprus by the time this magazine is published, and also Sgt. Buckley of No. 3 Squadron who is posted to Akrotiri in November. In August, Sgt. Hill-Jones of the P.T. Section was posted to Chessington, and during May we welcomed Plt.Off. T. P. Buckley to the Wing as the new adjutant, and Sgt. Gilhooly from No. 2(A) Wing who joined the P.F.O.'s section here. W.O. G. W. Brundell, the Wing Warrant Officer, will be a civilian when this issue appears in print and we wish him a pleasant retirement from Service life. To complete the picture, our thanks to Fg.Off. W. H. Crawford, who will have left the Wing for Germany in October, for his witty contributions to the Wing Notes and Old Haltonians section of this magazine.

No. 1 SQUADRON

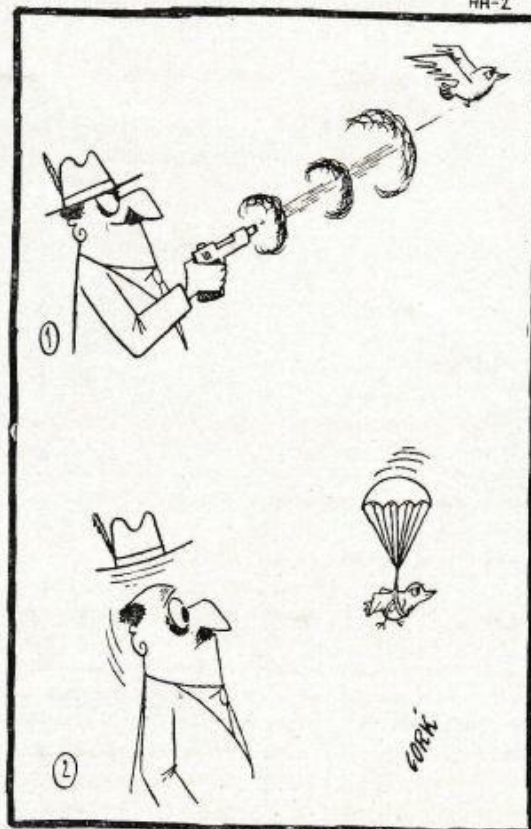
106th Entry

As a prelude to becoming the senior entry on the Wing, the 106th Entry experienced their 'baptism of fire' during the summer term by being called upon for every major engagement on the station and tackling the rigours of the resource and initiative camp in Wales with

their customary panache and consummate skill. Their first appearance on the scene in a big way was when they mounted the A.O.C.'s parade on the 13th May and gave a splendid performance of scintillating precision drill before 154 parents and friends, and invited guests. It was a beautiful day and Halton looked its best; the A.O.C. was very pleased with the parade and inspection and as a result, the 106th earned the station an extra day's leave at Whitsun!

As an added boost to the entry's record, shortly after this successful day, certain members of the entry were able to celebrate the first step in what we hope will be very successful careers, as they were promoted to leading apprentices on the 17th May 1965. Congratulations therefore to L.A.A.s Andrews, Bowden, Brumpton, Coles, 338 Davies, Desai, Farrant, 286 Foster, Haysom, Hodgson, Houseman, Joyner, Lampitt and Lutkin. Later in the term three more apprentices from the

AA-2



entry were also promoted to leading apprentice; these were, 252 Bell, as leading drummer, 368 Jones as trumpet major, and A.A. Veitch pipe major. It is to be hoped that in the not too distant future we shall see some of these same people reaching the dizzy heights of corporal apprentice.

At the end of May the P.M.U.B. members of the entry were selected for the honour of representing the station at the Annual Mayoral Service in the Congregational Church in Aylesbury. The flight consisted of Fg.Off. R. D. Halpin, Sgt. Day and 16 apprentices, although the day was rather cold and dreary, the colourful uniforms and ceremonial dress of the Mayor, Aldermen and other dignitaries brightened the interior of the Church. On the 15th July a large contingent of apprentices from this entry carried out route lining duties for the State visit of the President of Chile and from all reports, they made a very good job of this task and were highly complimented on their bearing and appearance.

Before proceeding on summer leave, the entry provided 38 apprentices to line the drill square for the passing out parade of the 301st Entry and no doubt many of the 'square-liners' thought wistfully about their own passing out parade in 1966, because at that very moment they were senior in service to the passing out entry!

Leaving the more formal occasions, it is indeed heartening to know that the 106th continued to be as generous as ever towards their fellow men: they contributed the handsome amount of £5.3s.9d. towards the Life Boat Appeal Fund in June—thank you, the 106th. There is no doubt in the writer's mind that they will continue their good works and find ways and means of helping the needy this coming Festive season, as they did in 1964.

Also in June, the 17th to be precise, a party of 30 apprentices from the entry, together with F.S. Lamb and Sgt. Buckley, visited the Houses of Parliament on an outing organised by Fg.Off. Halpin. Unfortunately they were not able to gain entry to the House of Commons because the dreaded Finance Bill was being debated at the time, but they visited the rest of the Palace of Westminster under an expert guide and were then taken to Battersea Park where they had lunch. After lunch the coach driver took the party on a

tour of the landmarks of London so that all enjoyed an informative and pleasant day.

As mentioned in the last issue of the magazine, the entry provided very strong teams for the 1965 Ten Tors expedition across Dartmoor, and out of the eight teams competing, 2½ teams were made up from members of this entry. All teams achieved outstanding success and the apprentices of this entry, mentioned below, are congratulated on their fine walk of fifty miles in very hot weather; L.A.A.s Andrews and Desai, and A.A.s Armstrong, Olito, Veitch, Tomasik, Saiffurahman, Jenkins, North, Kilminster, Hockett, Tippetts, Corber, Gibson and Munro. Because of sickness, A.A. Gearay was not able to take part in the expedition so we hope he will be fit for next year and do the 60-mile walk instead!

Remaining in the wide open spaces, it is opportune at this point to mention the highly successful camp which was staged for the 106th from the 18th to the 29th July 1965, at Llangurig in Montgomeryshire. All training staff are thanked for their efforts which helped greatly towards making the camp such a success. The morale of the apprentices was very high, even in inclement weather, and all syndicates put up extremely good performances. The Commandant visited the camp and was impressed by the 'light and sprightly step' exhibited by syndicates returning to base camp after three days in the Welsh wilderness. Two innovations were introduced to this particular camp; apart from the usual activities of rope and timber building, rafting, etc., it was possible to carry out Abseiling down a hill face, and the apprentices enjoyed themselves tremendously—in fact there was talk of building a 'ski-lift' so as to cut out the tedious task of climbing to the top of the hill! Also at this camp, canoeing was carried out on a lake belonging to Major P. H. Lewis of Milford Hall, and in this way more advanced skills could be taught than had previously been possible on the river at the camp site.

During the period of the camp, the 32 syndicates taking part were assessed, out of a total of 400 marks, on their performance both on the expedition exercises and the base camp activities. At the end of summer term, Wg.Cdr. Bussey was able to present tankards to each member of the two highest syndicates. They were:

Syndicate A16 commanded by 347 A.A. Gibson, and comprising of 252 A.A. Bell, A.A.s Hudson, Tame, and Loake. The syndicate scored 378 marks.

Syndicate A2 commanded by L.A.A. Brumpton, and comprising of A.A.s Newton, Piper, Brookling and 690 A.A. Ahmad. The syndicate scored 374 marks.

Although not awarded a prize, **Syndicate A1**, commanded by L.A.A. Bowden, deserved special mention as they scored 370 marks although two of the syndicate were sick and unable to take part in some of the activities; had they been fit for the whole of the time, it is likely that this syndicate would have been first in order of merit.

During this term several apprentices from the Entry were chosen to make some goodwill trips to various parts of the world. On the 18 June A.A. Waugh represented the entry at the Toc H celebrations held in Poperinghe in Belgium. Toc H, was formerly the signallers' rendering of T H, the initials of Talbot House, a rest and recreation centre at Poperinghe during the First World War, and subsequently the name of a Christian organisation for social service with branches all over the British Commonwealth. According to all accounts, Waugh found plenty of the recreation for which Talbot House is famous but very little of the rest as they were fêted from the moment they arrived to the moment they departed! From Tuesday, 29th June to Friday, 9th July 1965, five leading apprentices from this entry, L.A.A.s Andrews, Bowden, 338 Davies, Hodgson and Lampitt, were the guests of the French Air Force at Rochefort, the French apprentice training school. The party flew from Bovingdon to Cognac in a Hastings of No. 36 Squadron where they were met by Adjutant Leroy who was to be their guide throughout their stay in France. During their stay at Rochefort the apprentices witnessed a 'Son et Lumiere' at the Chateau of La Roche near Saintes, saw the pilgrimage town of Rocamadour in the Massif Central, when it was floodlit; the gigantic cavern of the 'Gouffre de Padirac' and spent a day at Royan, a big holiday resort, where they had a picnic lunch and went swimming and dancing. At Saintes they were conducted around the Air Base and also visited the war time fortifications and U-boat pens at La

Rochelle. The highlight of the visit was a trip to Paris in a FAF DC3; here they visited the French Broadcasting Centre, Montmartre, Notre Dame, the Eiffel Tower, the Palace of Versailles, and many other famous Parisian landmarks. They also had a boat trip on the Seine, and visited the Air Museum and Orly Airport.

Amongst all this activity the Entry still found time to go ahead with further education, when 77 apprentices attempted over 90 subjects in the G.C.E. examinations held during the summer term, with only four failures. It is rumoured in the Squadron that a certain S.N.C.O. is now trying to beat this record on his own—perhaps he is endeavouring to return to aircrew!

Turning now to personalities, it is with pleasure that we congratulate A.A. Saifurrahman on the award of his gold badge in the



Duke of Edinburgh Award Scheme. A former Eastleigh secondary school pupil, Saifurrahman is training here with the 106th Entry after having been awarded a bursary by the British Government. He attended Buckingham Palace on the 11th May to receive the award.

The entry continued to give able support in many sporting activities during the term with A.A. Stuckey entering the Tetrathlon for the station in April; A.A.s Bowden and Armstrong being awarded their School Colours for Cross Country in May; and A.A.s Ham, Longbottom and Jordan entering for the Army Canoe Championships at the end of May. L.A.A. Bowden came first in the one mile at Locking, and 339 A.A. Davis was first in the triple jump—both of these events were won in the McEwan Trophy held at Locking on the 19 June. Since then, L.A.A. Bowden won a very nice carving set for an invitation mile at R.A.F. Bicester, and 339 A.A. Davis has been awarded the A.A.A. Junior Standard Grade II for the triple jump. More sports news and the Wing achievements in the B.-K. Trophy will appear in the 'Sports Section' further on in these notes.

107th Entry

The summer term was of course the start of the cricket season and T.A.s Moore, George, Crapper, Goss and Duguid played for the School Juniors v Hereford. T.A. George also had the distinction of playing for the School 1st XI v Locking.

The 107th also entered a team for the Ten Tors competition, composed of T.A.s Malloch, Messham, Moig, Moore and McConnell. Due to illness, Moig was unable to participate on the day, which was most unfortunate as he had spent a great deal of time preparing for the event. Junior Private Coates, of the Junior Leader Regiment, R.A.S.C., took Moig's place and the team did very well, as did the whole of the Halton contingent. Jnr.Pte. Coates was eventually brought up to Halton to receive his medal from the Commandant along with the other team members and was then treated to a weekend at Halton through the courtesy of the 107th team members.

The entry are now planning a trip to the continent in the near future and no doubt the impending incentive pay for those who qualify will help to finance the trip!

In the month of May a Church Fête was

held by Trinity Church in order to raise funds for the embellishment of the new church when it is finally built. There were many side shows and among them a very attractive stall for 'cricket' which brought in over £3 at sixpence-a-go. The stall was built by Sgt. Cooke of 1 Squadron and Fg.Off. Halpin, and was managed on the day by Fg.Off. Halpin and some willing helpers from the 107th Entry. As the day was cold and blustery, it is to their credit that over an hundred people must have tried to roll the cricket balls through the little holes at the bottom of the wickets.

No. 2 SQUADRON

Salvete CVIII; Valet CV

The 108th Entry joined us at the beginning of the term and have settled in nicely. What they lack in quantity—which is considerable—they will no doubt make up in quality. One of the smallest entries ever, only 26 strong, they will nevertheless prove themselves as worthy successors to the companion entry of No. 2 Squadron, the 105th.

Before departing to Combined Wings, the 105th continued to set the high standard of performance which is expected from them. Apart from their normal excellence in such mundane matters as service duties, the 105th—with the acknowledged assistance of a few other apprentices from the Wing—took all the major honours of the term. The B.-K. Trophy, the Bands Competition, the section cricket league—all experienced the class and quality of the 105th. Only the Hospital side could depose the cricket team, in the final of the competition, and then only after a stern struggle. L.A.A.s Gill, Bull, A.A.s Farrell, Nambling and their fellow cricketers proved the prowess of the 105th yet again.

On athletics, L.A.A. Cosham—the musclem—again broke the record for the Junior Discus with a mighty throw just when it was required—at the B.-K. Athletic meeting, which the 105th naturally helped to win. C.A.A. Theobald also contributed over the hurdles, winning handsomely, and represented the station with many other apprentices of the 105th at athletic meetings on various occasions during the term.

All in 3 Wing wish the 105th well for their last year and confidently expect that the 106th will carry on where they left off.

No. 3 SQUADRON

301st Entry

We have now said goodbye to the first entry of Administrative Apprentices to pass out from Halton, and we wish them all the very best in the future wherever they may be serving. The entry passed out on Friday, 13th August 1965, and although this is normally not a very auspicious date, it was certainly an auspicious occasion. The weather was perfection itself and Halton and its surrounds looked magnificent. Many official guests attended the parade and prizegiving together with instructors from M.T.E., A.T.C. cadets, and over 160 parents and other friends. The parade was reviewed by A.V.M. T. C. Macdonald and the prizes were presented for the first time in the newly-constructed station theatre. Altogether it was a highly successful day rounded off with coffee in the N.A.A.F.I. Club and lunch in 3(A) Wing Mess. For a full report on the passing out ceremony turn to the opening pages of the magazine.

302nd Entry

The 302nd entry of Administrative apprentices arrived on the 5th January 1965 and their strength on induction was 25. Since then, two apprentices have been discharged as being unsuitable for training, reducing the strength of the entry to the present figure of 23.

The initial training was limited to one week as opposed to the usual two weeks for other apprentices, but the entry have worked hard at drill and as a result have attained a good standard. Having witnessed the drill of other entries in the Wing, they quickly settled down and decided to be as good, if not better! Their standard of discipline is also good, and on the whole, they are willing and hard-working.

The entry shared a successful camp with the 303rd Entry at Ashridge in July. The activities at the camp included bridge building, the rescue of a pilot from a crashed aircraft, passing through a minefield and over an electrified fence, crossing through a snake infested swamp, first-aid field casualty training, and a two day map reading exercise. The camp was successful and thoroughly enjoyed by all. Many of the entry even expressed their regret at having to return to the normal routine of day to day training at Halton!

So far, the entry have worked hard through-



THIS ONE'S A BIT HEAVY, SKIPPER!

[By kind permission of Coastal Command's
'Thro the Looking Glass']

out their stay at Halton and have set good standards and we wish them the best of luck in their final examinations of their passing out parade in December.

303rd Entry

On May 3rd the 303rd Entry arrived at Halton and are now settling in well to the routine established on 3 Squadron. On arrival, A.A. France demonstrated his swimming prowess by taking his place in the Station swimming team against local clubs such as Cambridge, Watford and St. Albans. His performances were favourable and he entered in the B.-K. competition and won the free-style event—100 yards in 59 seconds which created a new B.-K. record. Shortly after this

he broke the record for the backstroke event in 67 seconds whilst swimming for the Station Junior Team. This meant that he was R.A.F. Junior and Senior Backstroke champion. He then won his place for the R.A.F. Senior Team and swam against 'international' class swimmers at Wallasey where he finished in a 'dead heat' in 64.2 second and lowered the existing R.A.F. junior record. He was the only R.A.F. winner in the Inter-Services competition when he won the backstroke, this time in 65.2 seconds. At Cranwell he entered the Senior R.A.F. Championships and won a trophy for the 110 yards backstroke in the time of 72.6 seconds.

France now hopes to be successful in the Senior Inter-Services gala to be held on September 25 and 26. Should he be successful, he will gain the chance of swimming for the Combined Services against Wales at the Empire Pool, Cardiff. Our best wishes go with him in his endeavours.

3(A) WING SPORTS

Athletics

3(A) Wing team won the B.-K. Athletic trophy for the first time; the final scores being: 3(A) Wing, 39½ points, 2(A) Wing, 36½ points, and 1(A) Wing, 31 points. Congratulations to all concerned. Five athletes from the Wing also represented the station in the R.A.F. Inter-station competition (Senior), and five were chosen to represent the R.A.F. Junior team.

Swimming

Once again a 3(A) Wing team won the B.-K. Swimming Trophy at the first time of entering by defeating No. 1 Wing by five points—well done.

A.A. France of the 303rd Entry represented the R.A.F. in the 100 yards backstroke and his best time was 64.2 seconds which won him the R.A.F. title; he has now been selected to represent the Inter-Services this year.

Three Silver and Four Bronze medallions



Gieves

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