

The Haltonian Magazine

44b Edition

July 1944

(Scroll down)

the

Halton Magazine

257



THE HALTON MAGAZINE



JULY, 1944

EDITORIAL

THE fight for the liberation of Europe is on. It would be foolish for the uninformed to speculate on the immediate course of the battle: we can leave prophecy as a consolatory folly to our enemies. We have, however, every reason for confidence in the final outcome of the struggle. After long years of preparation and training we are certain that our men, believing in the justice of their cause, will again assert their superiority in arms.

There is no doubt that the battle will increase in scope and intensity and that we still have tremendous sacrifices to make. But it is equally doubtless that the enemy's resources in men and material are not large enough for all the demands made on them. Besides this scarce factor of means to ends which compels him to make his dispositions according to our dictation, the great toll taken of his production and lines of communication by the Allied Air Forces has reduced still further his war potential. The Prime Minister, who has always taken a realistic view of the struggle, is now confident, and we, remembering his courage and fortitude in the grim days, can safely share it.

All One War

WE were recently reminded by Flt./Lt. W. Teeling, M.P., that the European theatre is not the only theatre of war in which we are engaged. Although we naturally regard Germany as the main enemy, we are also fighting another enemy who is just as cunning and ruthless. It is true that the war against Japan is part of the same war as we are fighting in Europe, and it is as true in the Pacific as in Europe, that our honour and our interests demand the same victorious conclusion.

Our individual duty is clear. We should perfect ourselves in the knowledge and performance of our allotted task: we should trust those leaders who have guided us so successfully, and we should pray that final victory will bring a secure peace on whose foundations the shattered fabric of European civilisation can be built more gloriously anew.

New Scheme for Apprentices

RECENTLY, representatives of the Board of Education and the Institution of Mechanical Engineers visited Halton in connection with the recognition of the aircraft apprentices' three year courses for the award of National Certificates in mechanical engineering. As a result of this visit and previous discussions, information has been received that the Institution and the Board are now prepared to consider an application for approval of a scheme for the award of National Certificates in Mechanical Engineering in respect of the trades Fitter II(E), Fitter II(A), Fitter Armourer and Instrument Maker. Discussions are still in progress regarding the award of National Certificates in Electrical Engineering to apprentices under training as electricians.

It is hoped that these schemes will become effective for the August, 1943 entry of apprentices.

National Certificates are signed by the President of the Institution of Mechanical Engineers (or Electrical Engineers), the Principal Assistant Secretary of the Board of Education and, in the case of Halton, an Assistant under Secretary of State for Air. These certificates give exemption from certain examinations and possess a national as well as a local value.

FLYING UNDER A FAN

VISIONS of the future always include super-colossal airports with an autogiro taxi service to link them with the city they serve. The little spider-like aircraft we see trundling round the sky these days will have useful work to do when the war is over. Yet if you had suggested 15 years ago that a fan would keep an aircraft in the air, you would probably have been put away in a padded cell.

The autogiro was as revolutionary in its conception as the first machine built by the Wright Brothers. It obtains forward thrust from an ordinary propeller, but lift is provided by rotors, rather like another outside propeller, mounted horizontally above the machine, and kept in motion by the airflow. Without the early experiments on the autogiro the modern helicopter which obtains both thrust and lift from power-driven rotors, and can fly in any direction, would have been a dream impossible of fulfilment.

Sqdn./Ldr. Marsh, C.O. of Rota Squadron, has had a great deal to do with the development of the Autogiro. I found him to be one of the few people, so refreshing to meet, who are full of enthusiasm for their job, and can talk so well about it that they make you almost as enthusiastic as they are. His job is flying; he has about 6,000 hours to his credit, nearly half of them in rotating wing aircraft.

L.A.C. Fitter Aero

Flying has been his main interest since, in 1918, he enlisted at the age of 17 as an air mechanic. He was posted to Halton in August, 1918, for an aero-engine course which was cancelled at the Armistice. But just over a year later he went through the first course in the new workshops, passing out as L.A.C. Fitter Aero.

After being rejected on medical grounds for the first N.C.O. pilots' flying course, he came back to Halton for an operation, and was then successful in being accepted for the second N.C.O. pilots' course, qualifying in 1923 with the first "Special Distinction Pass" ever to be awarded.

There followed a flying acquaintance with aircraft that are now a nostalgic memory for old-timers—Morro Avro, Bristol Fighter, Sep with Sopwith, Atlas, Sidkin III, and IIIA. Highlights of these years were the Kurdi tan



Sqdn.-Leader K. H. Marsh

operation of 1924-5, in which he took part with No. 1 Squadron, and an individual aerobatic display he gave at Hendon in 1927.

By 1930, Marsh had completed 11½ years' service; he had been flying for over 7 years; he was a Flight Sergeant, and was staff instructor at C.F.S., Wittering. But he was not allowed to re-engage for 24 years as a pilot, and he still wanted to fly; so he accepted a civilian post as instructor with the Hampshire Aero Club, Hamble. While with the Hampshire Club he had among his pupils Lord Louis Mountbatten, then a Lieut. Cmdr., R.N. and a very apt pupil; and the inventor of the autogiro, Senor A. Cierva.

Cierva did most of his early experimental work at Hamble, and the quaint machines flying over the airfield aroused Marsh's interest. He is the kind of man to be interested in anything new, and to do something about it. Soon he was helping Cierva out, "just for fun," by flying and demonstrating autogiros. Cierva had made his first successful autogiro only a year before.

"The more I flew these early types," Sqdn./Ldr. Marsh told me, "the more I realised that somewhere, sometime, there would be a big future for this type of aircraft."

It took foresight to think so in 1930. Much of the construction of the Autogiro was based on guesswork, and the only way to prove you had guessed right was to go up and see what happened.

But progress was being made, and in 1932 the Cierva Company decided to build a fairly large number of Autogiros for sale in Britain and abroad. This would mean showing the owners how to fly them, and the expansion of the instructional staff brought Marsh into the

fold—and in at the weaning stage of this novel aircraft. He was the first recognised instructor on autogiros.

Test flying, even in a relatively slow aircraft like the Autogiro, is not without its hazards. Admittedly the machine goes into a gentle glide if the engine stops, but on the other hand the rotors whirling overhead make baling out a matter for thought.

Sqdn./Ldr. Marsh has had his moments. Apart from testing tried types, he flew several types for the first time—one of them, the W.1, because the cockpit was too small for Cierva, who was built on a generous scale.

Upside Down

His stickiest experience was in 1935, when he had the honour of flying an Autogiro upside down—a feat not usually attempted, and in this case quite an involuntary achievement.

It happened at Felixstowe, where he was testing for the Air Ministry a C30 Autogiro fitted with floats. He took the machine to 5,000 feet for diving trials, and at that height the rotor blades developed "flutter." The distortion which resulted had the effect of increasing the lift on the rotors, and the Autogiro promptly overturned. It proceeded to lose height at an alarming rate.

"I couldn't bale out," Sqdn./Ldr. Marsh explained, "because if I had I would have been cut to pieces by the rotors—and in any case I had no parachute. After trying to get back on an even keel I realised it was of no use, and took my hand off the controls. I had no say in the matter, but luckily the aircraft righted itself after losing 1,500—2,000 feet, and it was possible to make a more or less normal landing on the water.

"It didn't last very long—just long enough to be particularly unpleasant."

That you might call an understatement.

He nearly gave a repeat performance at Farnborough some time afterwards on a prototype aircraft, built under licence for a French firm, and fitted with a similar set of rotor blades. However, as he says, "being forewarned it was possible to avoid any real trouble."

Direct Take-off

As early as 1934 Cierva was experimenting with a "direct take-off" Autogiro—the direct take-off (without any run) being achieved in the early stages by keeping the chocks in front of the wheels, revving like mad, and then jumping the chocks. Marsh assisted in this

experimental work, which was done mostly in the early morning and late evening, leaving the rest of the day free for instructing. A busy life.

Pupils from all countries came to the School, which was the only one in Britain; and indeed for some time the only one in the world.

Apart from instructing, there were occasional delivery trips abroad. Once five Autogiros flew the Channel in formation, strange forerunners of the air fleets that have followed the same route since. And there was another memorable trip to Spain, when Marsh flew an Autogiro over for one of the famous Gonzales firm of wine manufacturers. On the following day—New Year's Day—the Spaniard packed the Autogiro with advertising leaflets, and Marsh flew over Barcelona at 500 feet, scattering leaflets over the streets like snow.

From free-and-easy Spain his next call was in Germany, where there was an amazing contrast—questions to be answered, papers to be filled in, rules to be obeyed.

Those were the peak years. They came to an end with the death of Cierva in 1936, when a D.C.2 in which he was taking off as a passenger for Amsterdam crashed in a fog.

"My association with him was certainly the most interesting period of my flying career," Sqdn./Ldr. Marsh told me. "His contribution to aeronautical science was possibly more than that of any other person, and his original development work laid the foundation for the helicopter of to-day."

Back to Halton

In that development work Sqdn./Ldr. Marsh has played no small part. He continued as chief test pilot for the Cierva Autogiro Company from 1936 until the outbreak of war. Other firms in France, Germany and America were going ahead with experiments, and Marsh did some of their test flying for them.

In addition to his work for the firm he was also flying seaplanes in the R.A.F. Reserve, in which he was commissioned in 1936. When war broke out he was in America testing a new "direct take-off" Autogiro, but on returning to Britain he rejoined the R.A.F. After a spell of service as test pilot at R.A.E., Farnborough, he returned to Autogiros and—the wheel turning full circle—back to Halton.

He is still actively interested in experimental work, and has a tremendous faith in the future of rotating wing machines. He believes that everybody in the R.A.F. should fly, at least once. Before I left him I discovered, to my surprise, that he had somehow made me ask him to take me up in an Autogiro; and, to my horror, he had agreed. He is that kind of man.

In the Birthday

Honours

Air Commodore H. G. White, C.B.E.

The Station Commander. Originally intended for the Navy, he entered the Royal Military College, Sandhurst at the age of 17. Commissioned in the Buffs at 18, and attached to the R.F.C. Attached to No. 20 Bomber Sqdn., France, after qualifying as a pilot. Returned to England after 11 months for flying instructional duties. Senior Flight Commander with No. 29 (F) Squadron on S.E.5.'s and then commander 64 (F) and 29 (F) Squadrons. Took Cambridge and Henlow Engineering Courses, spent five years in India with 28 (A.C.) Squadron and then held a Staff appointment at Cranwell, followed by two years with Headquarters, A.D.G.B. From 1936 to May 1939 was at Singapore. A first class athlete who has played Rugby for the R.A.F.; partnered Air Vice Marshal Fraser against the King at tennis; fond of big game shooting, deep sea sailing and fishing.

Squadron Leader J. D. Haddon, M.B.E.

Joined the Royal Engineers in the last war and was attached to a gas warfare company. Was blinded for a month when the Germans first used mustard gas. Recovered to join the R.A.F., but Armistice came before he qualified for "wings." Studied engineering at Bristol University, and is a B.Sc. and fellow of the Royal Aeronautical Society. Worked with the Bristol, Avro and Gloster firms and was associated with the early days of metal construction. Since 1926 has been in the R.A.F. Educational Service, and has spent 14 years at Halton. In addition to service publications his works on "Structures," "Properties and Strength of Materials" and "A Simple Study of Flight" are well known



Sqdn./Ldr. Haddon
— an impression —



Air Commodore H. G. White, C.B.E.

handbooks. His latest book, on Aeronautics, is now in production.

Flt. Lieutenant W. A. Claydon, M.B.E.

Joined the Hampshire Yeomanry (Cavalry) in 1911. Enlisted in Royal Flying Corps, January 1913 and posted to No. 2 Squadron, Montrose. Had first flight in a B.E. with Capt. Longcroft (now Air Vice Marshal Sir Charles Longcroft, retired). Transferred to No. 1 Airship Squadron and served on airship crew until Squadron disbanded, and formed part of Royal Naval Air Service. Next served with No. 5 Squadron, R.F.C. In France with the B.E.F. in August 1914. Promoted to Warrant Officer, Royal Flying Corps, March 1918, being one of the youngest to attain this rank. Also served in Egypt and Iraq.

Posted to Halton 1933 as Wing Warrant Officer No. 2 Wing. Appointed Station Warrant Officer, Halton, 1937. A great number of ex-apprentices, now serving in all theatres of war would remember



Flt./Lt. W. A. Claydon

HOSPITAL NOTES AND NEWS

*HOSPITAL W.A.A.F. DISCOVER A
"HOME FROM HOME"*

THE result of the "Salute the Soldier" effort at the Hospital has been most gratifying. The ambitious target was £1,000, and the final total £1,533 3s. 6d. Well done! This is good—very good, but it is an effort which is only part of the regular savings scheme. A pound to push up the score is excellent, but it is not sound patriotism or sound business if it means nothing more coming in for the next few weeks. "Save to help the war effort" is a fine slogan, but the more mundane one: "Pennies saved mean pounds in the bank," should be equally telling in pushing up the score each week.

Welcome at Wycombe

W.A.A.F. personnel have been telling me of a club at High Wycombe which is a real "Home from Home" for the Services. The Anglo-American Club at Amersham Hill is run by the Y.W.C.A., and provides a truly American degree of informal comfort and hospitality. It is in a large private house, surrounded by charming peaceful gardens. There is a pleasant lounge, a games room and a good canteen, but the outstanding feature is the bed and breakfast available to members

him in this capacity. Many will also remember the Station Parade known as "CLAYDON'S CIRCUS."

Commissioned 1940, and served at School of Admin., Loughborough, and as Camp Commandant No. 24 Group. Returned to Halton 1941, opening the Central Drafting Office on 1st August, 1941.

Commenced the Station Admin. and Disciplinary Course, January 1943, which has now completed 33 entries, with an attendance of almost 750 W.A.A.F. and R.A.F. personnel.

Ft./Lt. Claydon maintains that for excitement his trip in one of the famous Col. W. Cody's "Man Lifting Kites" tops the bill! Incidentally, Ft./Lt. Claydon witnessed the death of Col. Cody at Farntorough in 1913.

Ft./Lt. Claydon attended the funeral of Col. W. Cody, and out of approximately 350 funerals that he has attended, this was the largest and most impressive of them all.

of the W.A.A.F. on pass at an inclusive cost of two shillings. The daily service is available to men and women.

Next week end the London road will probably be thick with Wycombe-bound cyclists; in which case the writer's life will be in danger from the Hospital W.A.A.F.'s, infuriated at this betrayal of their cloistered sanctuary.

A Contributor from the Tropics

Elsewhere in the issue appears an article on Mauritius by A.C.2 Mosses, who is a patient in the Hospital.

A native of Mauritius, where he was in the the sugar business in a big way, he is now a u/t Air Gunner. He tells me that about a hundred fellow Mauritians are now in the Royal Air Force.

The Hospital is, in a sense, the Piccadilly Circus of the Air Force—all races and types from the furthest quarters of the globe are represented in the wards. It is rather inspiring to realise that these fellows from the colonies are all volunteers, who have come across the world leaving behind ways of life utterly different from our own.

Sophisticated Intimacy

Most of the patients agree that the visit paid by Carrol Gibbons and party to the Hospital on Sunday, June 18, provided one of the most enjoyable shows for some time. There is a casual, easy and yet sophisticated intimacy in his manner and style of playing which makes a performance which is not really outstandingly brilliant a sheer joy to listen to.

The show was arranged by Miss Laura Scott of the North West London Services Committee, whose efforts to entertain the patients deserve high praise.

Many entertainments arranged by voluntary organisations are, alas, often distinguished only by plenty of sweat and good-will, but Miss Scott has a genius for these things. She can be relied upon always to provide first-class entertainments. It will be remembered that some time back she brought Ronald Frankau to the Hospital.

INSIDE INFORMATION

GROUP CAPTAIN J. F. BROMLEY, consultant Radiologist
to the R.A.F., explains how the M.O. sees through you

ON December 28, 1895, Wilhelm Conrad Roentgen, of Wurtzburg, Germany, described "A New Form of Radiation," and initiated a new era in medicine. He called his new discovery the X-ray, since he did not understand its true nature and the symbol "x" is the traditional representation of an unknown quantity in scientific problems.

The most dramatic property of the new radiation was its power to penetrate opaque materials, and this was immediately seized on by a delighted Press and Public as a subject for innumerable humorous anecdotes and sketches, ranging from the discreet quips of Punch to the more robust jests of the contemporary Music Hall.

But the X-ray soon lived up to the "unknown quantity" suggestion of its name and manifested other, less amusing, potentialities. Grim stories of curious "burns" which would not heal and limbs which had to be amputated began to circulate, and the popularity of the new "toy" declined considerably. A few people continued to experiment, mostly physicists and a few genuinely enquiring minds in all sorts of occupations, but with a common interest in photography (for another property of the rays was their ability to affect a photographic plate).

We do well to honour these men. They continued to work with an agent which was by this time thought to be injurious to life itself, and which had acquired a rather sinister reputation, but they kept at it.

Honour the Pioneers

Obviously the first problem was that of protection, both for the patient (in medical radiology) and for the operator. This has been effected by enclosing the X-ray tube completely in a lead case, leaving only one small aperture for the beam, which is still further localised by a cone shaped shield of heavy metal. At the same time any rays of low penetrating power, which are harmful to the skin, are cut out by interposing thin filters of aluminium.

There still remains for the operator a danger which is due to a special property of the rays. Whenever a particular X-ray is stopped in its course it immediately generates at that point

another, though less powerful X-ray, the direction of which cannot be foretold accurately. This "secondary radiation," as it is called, has a poor penetrating power and does not occur in sufficient quantity to do any harm to the patient, but can be injurious to a regular worker who is exposed to it over a very long time. Operators are therefore taught to stand at a proper distance away from an active X-ray tube and wear special protective aprons to absorb secondary radiation.

40,000 Volts

Other problems in operating with X-rays were presented by the necessity for using very high electrical voltages of the order of 40 000 volts and sometimes much higher. Such voltages can be obtained by appropriate "step-up" transformers, but their safe delivery to the tube so as not to cause any danger of short circuit to the patient was always a nightmare until the introduction of extra heavily insulated shock-proof cables and tubes. As a result of all this, X-ray apparatus tended to become much heavier and cumbersome, and many special problems in apparatus design and construction arose. But these are gradually being overcome so that today "being X-rayed" is a safe and (for the patient) simple proceeding with no sparks, blue lights nor electric shocks about it. Some sets are now so small and compact that they can be lifted by hand and aimed like an ordinary camera.

The rays themselves have now been shown to be of the same nature as visible light, and these two forms of energy have many properties in common. They travel in straight lines; they affect photographic plates and films; and they follow the same laws of intensity. But the wave length of X-rays is so short that they cannot be reflected nor deflected by ordinary mirrors and lenses; like sunlight, however, they can cause, in large doses, damage to body tissues, though much more extensive and lasting than that of ordinary "sunburn." This is the basis of their use in treatment, which is a subject in itself.

Finally, X-rays can penetrate opaque materials to a degree which is roughly proportional to the voltage at which the beam of rays is produced. Perhaps the best known application of



Group Captain J. F. Bromley

this is in Medicine. Bone is denser than surrounding muscle; the heart and its blood vessels denser than the air in the lungs surrounding them. Where such natural differences of contrasting density are not available, they can be reproduced by the introduction of a sufficiently dense opaque medium such as the famous "meal" containing bismuth or barium salts, about the palatability of which there is sometimes a difference of opinion between the M.O. and his patient. Similarly metallic foreign bodies such as are often associated with wartime injuries show well by contrast with less dense surrounding soft parts.

On the industrial side flaws in metals can be easily detected since any air containing spaces or cracks will, with proper technique, be shown up in contrast with the surrounding uniformly dense normal metal. This is the basis for valuable tests of materials used in aircraft construction.

Apart from war injuries metallic foreign bodies are often swallowed, and provide some of the more curious cases for the radiologist.

I have seen in the stomach such objects as a complete table-knife (in a lunatic); a valuable diamond ring (swallowed by a patient who thought he was dying and did not want his relations to get it); and some years ago when they were fashionable whole squadrons of miniature 'Felix the Cat' and 'Put and Take' tops. One enterprising gentleman near a large hospital where I worked always made sure of a bed in the emergency ward on Saturday night by swallowing a packet of pins. As it was one of my duties to get up and X-ray him I could not suppress a certain unprofessional feeling of relief when one night he over-reached himself with a full shillingworth (a big quantity in those days) and departed to a place where pins are not presumably used (and indeed only constitute a hindrance to efficient stoking duties). Besides fractures of bones X-rays are used in detecting bone diseases and in studying the growing ends of bones in young people in conditions like rickets and scurvy due to nutritional deficiencies. Valuable evidence about a patient's age can be deduced from X-ray photographs of these growth points of bones and up to about 25, when growth stops, it is possible to estimate age with quite a fair degree of accuracy.

Mass Radiography

Most people now realise the value of X-rays in chest diseases, and here again the appearances depend entirely on contrast. The normal lungs contain a large quantity of air, which forms a translucent background for patches of scarring or inflammation due to disease. This is such a valuable method of examination that it is now being used on a very large scale for the early detection of chest diseases, notably tuberculosis, by the so-called "Mass Radiography" technique. As a result of improved extra rapid film emulsions and highly specialised apparatus the method has become sufficiently rapid and cheap to enable very large numbers of patients to be dealt with, and has afforded some very valuable experience and information to the R.A.F. Medical Service in recent years.

Enthusiasm for one's subject can be dangerous, and the Specialist forgets too easily that what seems to him to be the most important thing in the world is really only a tiny corner of it. Once started it is difficult to stop. But let me end with a humble tribute to all whose patient and sometimes unacknowledged contributions have made possible the safe use of X-rays. Our debt to them is very great, and though "Some there be who have no memorial" the grateful physician and patient have cause to remember them.

THE HALTON SOCIETY

A VERY BUSY SUMMER

THE Halton Society has now settled down to a steady rhythm of activity, which is satisfactory to all concerned, but difficult to report upon. Almost every evening a few enthusiasts drop in at the Beacon Hill Bungalows to tinker with a wireless set, set up a printing job or add a few touches to a model aircraft. But these things are not "news".

Normally, the Society flourishes most vigorously during the winter months. But the records of the following sections show that the transition to summer has not slowed down production unduly.

Chess Club.—The Club meets regularly every Friday at 18.45 and has had a very successful season. Matches were arranged against No. 5 Wing and No. 3 Wing, and in both games youth triumphed. No. 4 Wing, however, were too powerful for the Society team.

When Dr. Aitken visited the Station on February 29 to play a simultaneous game of 26 boards, seven apprentices were chosen for the Halton team. One of them, A.A. Buley, drew with the master, and has played for the Station three times. A.A.s Jeavons, Sawbridge, Robbins and Ansdell have made very good progress, the first two in addition to A.A. Buley playing against Mrs. Stevenson on June 11.

It is hoped to increase membership in the autumn, to run a Society team in the Station League during the coming season, and also to hold a beginners' class. Players or beginners should give their names to Flt/Lt. Edwards, Room 61, The Schools.

Much of the progress is due to Sqdn/Ldr. Vine who has given us full advice and tuition, and who has given the players further practice by inviting them to the Station Chess Meetings on Tuesdays.

Halton Cycling Club.—The Halton Cycling Club was reconstituted in May, 1944, under the presidency of F/O.H. J. Strachan and a committee of three aircraft apprentices, A. A. Shaw (the Secretary), A.A. Welburn and A.A. Maguire, all of 46 Entry.

The response to the Cycling Club among the apprentices has been enthusiastic, and its active membership would be very large if all had bicycles. A general issue of service machines, however, is not practicable.

The Club held its first run to High Wycombe. Between Great Missenden and High Wycombe

the country is hilly and afforded pleasing variety of strenuous pedalling and exhilarating free-wheeling. There is a steep descent called Cryer's Hill in the approach to High Wycombe which the apprentices exploited to the full in spite of timely warning by the president, who was left a good few yards behind.

The most interesting outing of the Club was to Whipsnade Zoo. The apprentices are not likely to forget the battle between the lion and the lioness from which the lion emerged with his kingly pride somewhat piqued.

On June 17 there was a circular tour to Berkhamsted and Chesham, returning by Tring. By-ways and lanes were selected, which enhanced the enjoyment of the trip by their variety both of contour and scenery.

Another outing has been arranged for Woburn Sands, a beauty spot between Leighton Buzzard and Bedford.

Model Aero Club.—At the request of the Commander-in-Chief, Air Marshal Sir Arthur S. Barratt, K.C.B., C.M.G., M.C., arrangements were made for Cpl. P. E. Norman to be attached for a week to Halton, in order to exhibit and demonstrate his petrol-driven model aircraft.

Lectures were given to the entire Wing of Apprentices to explain the details of construction and achievements of the several models on view. Helpful and instructive discussions ensued.

With the consent of the Station Commander, Air Commodore H. G. White, C.B.E., the airfield was made available for demonstration flights and in addition to the complete Wing of Apprentices, many officers, N.C.O.s and instructors were present.

After a preliminary warming-up of the engine the selected model was launched to test its trim. It made quite a good flight although it showed a tendency to stall rather in the manner of a pupil-pilot making his first approach. The landing was perfect. After adjustments had been made, the model was launched again, the engine-timer now being set to run for one minute. The model circled over the crowd of over 1,000 spectators, gaining height at every turn. When the engine stopped after a minute's run, the model turned down wind and glided away over the road and eventually made a good landing in a field some distance beyond the road.

CHARLIE

A MORBID interest attaches to stories of people who are alleged to have "worked their ticket." For most of us they have the fascination of the slightly wicked.

You may envy the airman who drilled himself on the square of an evening, making himself double and giving himself a bawling out for being out of step with himself. They decided he was really rather too keen. When he got out ide the gates for the last time he called himself to a halt and yelled: "To Civvy Street—Dismiss!"

One of the ripest variations concerns an A.C., who got into the habit of walking round his Station, leading a horse which nobody but himself could see. He was very proud of the horse, which he called Charlie, and would let nobody else touch it.

It got to be a bit awkward. He tied Charlie to a post outside the cookhouse when he went for meals; he insi ted on marching in the rear file so that Charlie wouldn't get in the way; he left work an hour early because it was time for Charlie to get his corn.

He had the devil's own job to get Charlie upstairs at night—he refused to leave the poor old horse outside the block, because it might rain. Then he was quite offended when some of the chaps in the room said Charlie might be dangerous. Charlie wouldn't hurt anybody, he said.

It was quite an experience to watch him brushing Charlie down, as he did every evening. Very careful, he was, particularly with the tail. "Isn't it a beautiful tail?" he would ask the fellows who gathered round to watch. They used to be puzzled about it. They couldn't see anything in Charlie, or his tail.

Well, things went on like this for a while, until Charlie had an attack of colic, and his owner naturally couldn't go to work. It was a very serious attack of colic, and lasted a long time.

Finally some experts came down and had a look at the airman, and at Charlie, and they broke the news to him that there was no room for Charlie in the Service. So they gave the airman a piece of paper and a civvy suit and told him to take the horse away.

As he was leaving the Station he stepped into the guardroom, leading the horse, with a "Whoa!" and "Steady, there!"

Then he turned to the S.P. and said to him: "Do you m'nd if I leave Charlie here? I won't be needing him any more."

GOING EAST ?

ONE felt that Flt./Lt. Teeling (M.P. for Brighton) did not quite approve of the Japanese. We sat on the hard concert hall chairs, listening to his address on the peculiarities and ambitions of Nippon, and felt vaguely uncomfortable.

We gathered that the Japanese believe in mixed bathing, that they are strange enough to employ Geisha girls who behave with perfect propriety, and that when Flt./Lt. Teeling visited Japan before the war the presence of a Gestapo agent enabled him to dispense with the services of a paid guide.

We learned something of Japan's history: how she was cut off from the West for centuries, and how her inhabitants believe themselves to be descended from gods, with their emperor a step higher than the rest. A quaint idea.

We discovered too (as if we didn't know) that we are fighting Japan because she's trying to muscle in on what we had always considered to be our ter itory, and also because she has unpleasant visions of world conquest.

At question time we listened with awe to a very earnest young airman who was anxious, on behalf of his fellow airmen, to be reassured that he and his fellow working men were not going to fight Japan just to benefit capitalists.

Flt./Lt. Teeling pointed out that, without the resources of countries now occupied by the enemy, we could not hope to carry on the world trade that would be essential if the questioner and his fellow working men were to have a brave new world after the war. The earnest young airman thereupon accused the gallant M.P. of hedging, a charge which Flt./Lt. Teeling received with some surprise, and the assurance that he had done what he could.

The chairman, Wing Commander Grune, now took a hand, and after an exchange of questions the earnest young airman retired, in good order.

An Indian airman suggested with some truth that we weren't fighting from completely altruistic motives, but his question somehow got lost.

When the discuss'on ended we felt we knew much the same about Japan as we had before, but we had no doubt at all that Britain is going to do her stuff to get the little yellow men back where they came from, and if necessary further. That perhaps was the intention.

FALL IN FOR A GOOD TIME ON

Entertainment Parade

WITH "YORICK"

Some were turned away

I decided to go to the ENSA concert and see what Carroll Levis had discovered.

At 19.50 I found a queue outside the concert hall door. Slowly it trickled in, through the door and into the ante-room still redolent of last night's beer. Now we could see, over the heads of airmen, W.A.A.F., and apprentices, the curtained stage, dimly visible through a haze of tobacco smoke.

Far ahead a ticket machine clicked intermittently. Too intermittently. It was nearly eight o'clock.

The queue shuffled on, and stopped; shuffled on, and stopped. The lights in the hall went out; there was scattered applause.

Some restlessness was evident among the two hundred or so who waited, so near and yet not there. One original wit shouted "Wakey, wakey!" and subsided abashed by the sound of his own voice. It was now 20.05 hours. It had seemed much longer.

Presently the ticket machine clicked again, the queue shuffled on, and stopped. At last the ENSA officials at the door packed up their ticket machine, and took it away. Finally, at 20.15 hours, about two hundred of us packed up as well.

We walked up the road, crooning softly: "I took myself to a concert, and nobody asked me to pay." We were disappointed.

This has happened before when popular shows visited the camp. It seems a pity that the airmen for whom the show is intended should be unable to see it. But no doubt *c'est la guerre*. Or something.

Carrying On

THE Station at the moment is without an Entertainments Officer, as the vacancy caused by the posting of Wing Commander Weeks has not yet been filled. However, the summer months will not be lacking in activity. Cpl. Okin is going ahead with rehearsals of three Chekhov plays which he hopes to produce in a few weeks, and Sgt. George Carter tells me that he expects to present the Station Dance Band show, "Band Ahoy", some time in July.

The show was very successful when it was first produced on the Station, and it is well worth a second run in its latest form.

The Station Orchestra is working on a programme of classical music, though so far no date has been fixed for its presentation.

Playing Away

"BAND AHOY" has now been seen by audiences in Aylesbury and Windsor, and has netted considerable sums of money for various causes. It was put on in the Odeon, Aylesbury, on May 21, for the Police Widows' and Orphans' Fund—sharing the programme with star artistes headed by Vic Oliver.

Under the auspices of the Royal Household, the cast travelled to Windsor Castle on May 26, to play before a distinguished audience. Air Commodore White and Mrs. White were present at the concert, which was one of the features of the Windsor "Salute the Soldier" campaign.

"Band Ahoy" was again presented at Windsor on June 18, in the Playhouse, in aid of the King Edward VII Hospital. It has also visited several Air Ministry units.

Not to be outdone, the Station Military Band has had quite a number of "away" engagements, leading "Salute the Soldier" processions.

No Desert Song

The production of "The Desert Song", scheduled for July, has had to be abandoned; mainly because of trouble in finding principals. This was unavoidable, but is to be regretted, because the chorus was coming along splendidly.

Wing entertainment seems to be lying fallow for the summer, but for those who want entertainment inside four walls, protected from the rigours of English summer weather, there will be the usual fortnightly ENSA variety and the monthly classical concert.

The ENSA shows are keeping to a very high standard nowadays. The two June variety shows were well worth a visit; we are at last getting some top names, and the audiences are increasing accordingly.

Station Shows Reviewed

“NIGHT MUST FALL”

AMATEUR players, as a general rule, are well advised to avoid plays which demand sustained tension. Atmosphere can be too easily destroyed by a slight shakiness in the stage furniture, or by mishandling of an emotional scene.

The Station players who presented Emlyn Williams's "Night Must Fall", a play which depends mainly on the building-up of atmosphere for its success, and which shades off dangerously into melodrama, must therefore have been gratified by the audience's reaction to their efforts. Squeals of excitement from a few impressionable W.A.A.F.s during the last act indicated that their performance was getting over the footlights.

* * *

This, I think, was principally due to Wing Commander Weeks's playing of Dan, the psychiatrist's delight, who is revealed as the murderer at the end of the first act, and is obviously due to give an encore later in the play. This part calls for first-class technique. Dan himself is acting most of the time, and it must be rather difficult to act the part of somebody who is acting.

The part, of course, was originally written by Emlyn Williams for Emlyn Williams. It seemed to me that Wing Commander Weeks had set himself the task of acting Emlyn Williams acting Dan acting the fool. This may have made it more difficult, or not. Anyhow, he was successful enough to carry the play on his shoulders.

The ease with which he moved on the stage, the effective way in which he suggested pent-up energy just by standing still; these, and his convincing treatment of Dan's changes from sly cunning to matter-of-fact frankness, and finally to a drunken elevation of spirit, made his performance quite memorable. Only in the closing scene did I feel that he did not succeed in maintaining the tension; but that was probably due to an inherent weakness in the play.

* * *

The sedentary part of Mrs. Bramson, the neurotic old woman who has a macabre attraction as Dan's next victim, was played by S/O. McLaren with considerable success. It is a long and difficult part to sustain, and hardly a grateful one. Mrs. Bramson is not calculated

to inspire in the audience any emotion other than a desire to do what Dan does in the last act. Yet when night fell, and she was left alone, terrified to the extent of recovery from her supposed illness, she became pitiable even if she was also ridiculous.

* * *

This scene was the best in this production. Mrs. Bramson wasn't running, whimpering, round a stage in the Concert Hall. She was in an empty bungalow in Essex, hearing strange noises, and frightened out of her wits. And when Dan appeared, to be greeted with sobs of relief, and then proceeded to steel himself to murder—well, that was when the W.A.A.F. squealed. S/O. McLaren rose to this scene magnificently.

Sister Lack, as her niece, Olivia Grayne, gave a competent performance. She made Olivia's rather indecent infatuation for the murderer almost credible. Her friend Hubert Laurie (F/O. Rogers) was, I thought, even more colourless than he need have been.

Miss Caw (as the cook, Mrs. Terence) put a lot of vigour into her playing and introduced some very necessary touches of humour. Miss Fairfax Whiteside was adequate as the maid, Dora Parkes. I was disappointed in the Inspector Belsize of Flt/Lt. Warburton. This inspector, one felt, was too inconsequent even for a play.

* * *

The play was well produced by Sister Lack. Timing was good, the positioning of the players effective. No doubt minor criticisms could be made, but the important point is that the company provided an excellent evening's entertainment.

Before the play, as a sort of prelude, Cpl. Okin appeared as Lord Chief Justice at the Court of Criminal Appeal, reading the rejection of the murderer's appeal. This was a tedious business, which served no useful purpose so far as I could see. I believe it was omitted in the London production. It could well have been omitted again, since few people in any case realised what it was all about.

Credit is due to the men behind the scenes—stage manager Cpl. Finlay, electricians Cpl. Beale and L.A.C. Fagg, and Sgt. Cooper. They contributed a lot to the high standard of the production.

KEEP IT CLEAN!

THERE is a serious tendency for some Service writers to use undesirable expletives and adjectives when writing dialogue. PR 4 (the branch that is responsible for clearing all MSS. by Service personnel dealing with Service matters before the MSS. may be offered to publishers, etc.) often has to waste time trying to suggest alternatives for these words and generally toning down the language." (R.A.F. Journal, June 1944.)

Any young aspiring authors out to make their reputations

*By writing up their R.A.F. careers,
Should give their full attention to the Service regulations
On the proper choice of diction and ideas.*

In the NAAFI and the Mess sometimes unbridled conversation

*Is diversified with Anglo-Saxon terms;
But the writer must observe the need for cautious expurgation
When publishing with reputable firms.*

P.R.4 have recommended a more delicate refinement

*When writing for a public that is pure,
And Air Ministry will probably reject the whole consignment
If they think the author's mind is like a sewer.*

*And though the bawdy erk would merely chuckle with hilarity
At some naughty shameless anti-social gaffe,
Impressionable mothers would be shocked by the vulgarity
And shudder for their daughters in the WAAF.*

*Though certain schools of literature may question the propriety
Of seeking euphemisms for a spade,
The Censorship Department and the most polite society
Will rejoice at the omissions you have made.*

*So, authors, kindly bowdlerise your earthy phraseology
When you chronicle the history of the Mess:
The Service is too lavish with its Saxon terminology.
Please doll your story up in fancy dress.*

STATION CINEMA

THE cinema programme for July brings no really outstanding films. But there are some which will be well worth seeing.

"Poison Pen" should satisfy the considerable number of fans who appreciate a grim story and good acting. "Candlelight in Algeria", a story about the preparations for the North Africa landing, is rather far-fetched, but has its moments. Another film with a serious intention is "Hostages", in which Paul Lukas gives one of his polished characterisations, and Luise Rainer co-stars.

In more frothy mood are "Melody Parade", with wise-cracking Eddie Quillan; "Yellow Canary", "Three Smart Girls", and "Pa is Honeymoon".

Here are the dates and details:—

- July 10—*The Sky's the Limit* (Fred Astaire and Joan Leslie).
„ 13—*Melody Parade* (May Beth Hughes and Eddie Quillan); *The Mystery of the 13th Guest* (Helen Parrish and Dick Purcell).
„ 16—*Poison Pen* (Flora Robson and

Reginald Tate); *Banana Ridge* (Robertson Hare and Alfred Drayton).

- July 17—*Yellow Canary* (Anna Neagle and Richard Greene).
„ 20—*Bachelor Mother* (Ginger Rogers and David Niven).
„ 23—*Three Smart Girls* (Deanna Durbin, Binnie Barnes, Ray Millard); *You're Telling Me* (Hugh Herbert and Anne Gwynne).
„ 24—*Candlelight in Algeria* (Walter Rilla and Pamela Sterling); *Harvest Days* (The Weaver Brothers and Elviry).
„ 27—*In Old Oklahoma* (John Wayne and Martha Scott).
„ 30—*Paris Honeymoon* (Bing Crosby, Franciska Gaal, Akim Tainerov).
„ 30—*Hostages* (Luise Rainer, Arturo de Cordova Paul Lukas); *There's a Future In It* (Ann Dvorak and Barry Morse).

Note:—The camp cinema runs two shows on Monday and Thursday—17.15 and 20.00 hrs.—and on Sunday—14.00hrs. and 18.00hrs. Other nights 18.30 hrs.

STATION ATHLETICS CHAMPIONSHIPS

Apprentices Take The Honours

THE Station Individual Athletics Championships, held at the Stadium on July 8, owed a great deal to aircraft apprentices. Entries from the rest of the Station were meagre but the apprentices came to the rescue, not only in providing the bulk of the competitors, but in producing a high standard in both track and field events. With the help of the apprentice athletes, plus the vocal support of their fellow-racers round the track, the meeting was made into a success.

The A.O.C-in-C., Air Marshal Sir Arthur Barratt, K.C.B., C.M.G., M.C., was present. Accompanied by Air Commodore H. C. White C.B.E., the Station Commander, he watched the event from the arena and spoke to many of the competitors. At the end of the meeting the prizes were presented by Lady Barratt.

Apprentices were placed in the first three in every event except the shot and the two miles. In the pole vault, one mile and 220 yards they made a clean sweep of the first three places. Throughout the meeting they showed the results of careful coaching by Flt. Lt. Gorwood. Particularly noticeable was the close attention paid to "style."

A. A. Day, who won the mile in 4 mins. 58 4/5 secs., was outstanding in this respect. A well built lad, he runs his races with an economy of effort which is beautiful to watch. His stride is remarkable, perhaps too long, as it had to be noticeably shortened when he faced the wind in the back straight. Day has just completed a splendid winter season over the country and will be worth watching if he gets a chance to keep up his running.

Purely from the achievement point of view the winning long jump of C.A.A. Lumley, 21ft. 2 1/2ins., was the best effort of the day, closely followed by A.A. Hammond's win in the 440-yards and A.A. Jones's javelin throw. Hammond got a well deserved first in the 220 yards.

There were only four starters for the two miles, and after 1/2 mile it soon became clear that the issue was to be fought out between L.A.C. McGregor and A.C. Greenaway, both of 5 Wing. A fortnight earlier these two had a battle royal over the same distance in their Wing sports and they were back for a repeat effort. McGregor, slightly more the stylist, confirmed his earlier victory over Greenaway, but only after having a great fight in the last

lap. The time, more than a minute faster than in the 5 Wing race, showed that these two runners have put in some useful training.

RESULTS :

120 yards hurdles:- 1. S.A.A. Chadwick (1 Wing); 2. C.A.A. Rock (1 Wing); 3. Sergt. Rattray (1 Wing). Time 17 secs.

Discus:- 1. L.A.A. Cole (1 Wing) 112 feet 3 ins; 2. Sergt. Wilson (1 Wing) 98 feet 9 ins; 3. Flt. Sgt. Mansell (S.H.Q.) 93 feet 10 ins.

Shot:- 1. A.C. Clechwirwicz (P.T.T.S.) 39 ft 7 ins; 2. Sgt. Rattray 37 ft 11 ins; 3. Sgt. Pitka 37 ft 8 ins.

Pole Vault:- 1. A.A. Clayton (1 Wing) 8 ft 2 ins; 2. A.A. Gillespie (1 Wing) 8 ft; 3. C.A.A. Hail (1 Wing) 7 ft 6 ins.

880 yards:- 1. A.A. Bartram (1 Wing); 2. L.A.C. McGregor (5 Wing); 3. A.A. Hamm (1 Wing). 2 mins. 15 2/5 secs.

100 yards:- 1. A.A. Medlam (1 Wing); 2. C.A.A. Lumley (1 Wing); 3. Cpl. Gray (5 Wing). 10 3/5 secs.

Javelin:- 1. A.A. Jones (1 Wing) 146ft. 9ins. 2. A.A. Jarvis (1 Wing) 142ft. 7ins.; 3. Sgt. Jones (1 Wing) 138ft. 4ins.

Two Miles:- 1. L.A.C. McGregor; 2. A.C. Greenaway (5 Wing); 3. Sgt. Donovan (Hospital). 11mins. 33 1/2secs.

High Jump:- 1. Sgt. Rattray 5ft. 4ins; 2. A.A. Bartrop (1 Wing) 5ft. 3ins.; 3. C.A.A. Hall 5ft. 2ins.

Long Jump:- 1. C.A.A. Lumley 21ft. 2 1/2ins. 2. S.A.A. Richmond (1 Wing) 20ft. 11 1/2ins.; 3. Sgt. Coombes 19ft. 8ins.

One Mile:- 1. A.A. Day (1 Wing); 2. C.A.A. Smith; 3. A.A. Shute (1 Wing). 4 mins. 58 4/5secs.

Junior N.C.O.'s Handicap:- 1. Cpl. Skiller; 2. Cpl. Elliott; 3. Cpl. Rolph.

220 Yards:- 1. A.A. Hammond (1 Wing); 2. C.A.A. Lumley; 3. A.A. Medlam. 24 2/5secs.

Senior N.C.O.'s Handicap:- 1. Sgt. Hedger; 2. F.Sgt. Ansell; 3. Sgt. Webb.

Officers' Handicap:- 1. Fl.-Lt. Gorwood; 2. Fl.-Lt. Glenn; 3. Sqdn.-Ldr. the Rev. E. T. Killick.

440 Yards:- 1. A.A. Hammond; 2. S.A.A. Chadwick; 3. A.C. Guest (5 Wing). 55 3/5secs.

SPORT OR CINEMA?

TH*ERE* is a tradition of Halton sport which, no matter how much allowance is made for the state of world affairs, is hardly being lived up to this summer.

It is as well to point out that this indictment does not apply to the apprentices. Their sport is rigidly controlled and within its bounds is as lively and as successful as ever.

But, taking the Station at large, it is not difficult to make out a charge of apathy, for which the personnel are largely to blame.

Take, for instance, a recent unit sports meeting. A bare couple of hundred spectators watched races in which the number of competitors was equalled by the number of officials. Yet that very same morning the writer overheard two airmen discussing, in great detail, how they were to get to a greyhound racing track at an adjacent town and how much money they could put on certain dogs.

The truth of the matter is that, with one or two reservations, the average airman on the Station to-day does not want organised sport, and will do his best to get out of it. The day when pride in his own achievement, and pride in the achievement of his side meant something has declined until it is, to-day, only a dim shadow of what it used to be.

How many, for instance, think it worth while to support the cricket eleven? A faithful few, but I wager you could find a larger number who do not know where the first eleven play their matches! Yet there is an England Test cricketer and several first class county men playing.

Demand will always stimulate supply. It is no good saying that you can't get the facilities to take part in this, that or the other games. Officials are on the Station for the very purpose of ministering to such needs, and you can get everything you want for your games down to the last stud in a football boot. What the airman has to do is to show willing, and regain a little of that keenness.

Perhaps a small percentage of the blame can be laid at the doors of those responsible for sports. They tend to hide their lights under a bushel. Not quite so much secrecy, please; tell the airman a bit more of what is happening.

It is understood that a famous university athlete stationed at a neighbouring camp has offered to come over and help with coaching. A little stimulation of interest in this way would all help to catch and retain the man who at the moment is wavering between sport and a comfortable arm-chair at the cinema.



TH*E* Station Cricket team is having a successful season. To date nine games have been played, five won, one lost and three drawn. This is a good record, which is even more enhanced when it is noted that in each of the drawn games the Station was in a favourable position for a win had time permitted.

Star Bats

ON the batting side the team has owed most to the Rev. E. T. Killick and Sgt. Spencer. In the last seven games Padre Killick has scored 208 runs and Spencer 404. In Spencer's case there were four not out innings. The presence of two such accomplished batsmen should make Halton cricket well worth a visit to the ground.

Spencer gets 5 for 12

PADRE KILLICK'S best innings was a very well hit 90 against Vauxhall Motors. This score, together with a 56 from Spencer, enabled the Halton side to declare at 178 for 4. Vauxhall Motors found that Spencer was nearly as deadly with the ball as he was with the bat. He is not generally associated with bowling, but in this match his medium pace, accurate length stuff kept the Motors in trouble. Spencer had the fine average of 5 for 12.

Soldiers Beaten

SGT. SPENCER followed this bowling feat up by taking five R.O.A.C. wickets for 22 runs in the next match, in which Cpl. Powell got 4 for 22. Padre Killick was there to see the batting was O.K., scoring 58 of Halton's total of 90 for 4 wickets, which was quite sufficient to beat the Soldiers.

New Bowlers

TH*E*RE have been two matches with R.A.F. Wing, and both have been drawn. L.A.C. Hanlan, a bowler of slow off spinners which need watching, appeared in the first match



SPORT

looker"

and took 4 for 35. Wing scored 142 in their first innings, Halton replying with 87 for 1 (Sgt. Spencer 57 not out) before close of play.

In the second game Wing scored 116, despite the efforts of Sgt. Bedford, whose slow left-handers had to be treated with great respect. He took 6 for 23. Wing Commander Scott, who is opening for Halton, got 41 not out as his contribution to a total of 107 for 5 wickets.

Runs in Plenty

IN the last three matches played Sgt. Spencer returned to his best form with the bat. Against Marlow he got 77; followed this up with 115 not out against Berkhamsted; and then scored 70 not out against R.A.F., High Wycombe. Spencer has also been busy in charity matches. Playing for London Counties at Eastbourne on June 17 he and Joe Hulme, the former Arsenal footballer and Middlesex cricketer, put on 140 runs for the fourth wicket, Spencer getting 104. And for the R.A.F., Spencer and Bob Gregory (Surrey) put on 90 for the first wicket.

Useful Wicket-keeper

IN connection with the first team mention must be made of the wicket keeping of Cpl. Jacobs, who has had a trial for Kent 2nd XI. In some respects Jacobs has not found his task too easy. The pitch is by no means up to usual standard this season and the ball has played some funny tricks. Batsmen, too, have found this out, and one or two, including Wing Commander Scott, have received nasty cracks.

The Second XI

THE Station's second team have not fared quite so well as the first team; out of eight games four were won, three lost and one drawn. In these matches Flt/Sgt. Fogg (Hospital) bowled well against Halton Civilians, taking 5 for 25, while Cpl. Goodrum has scored consistently.

SPORTS GALLERY No. 5

Sgt. Teddy Gardner

TEDDY GARDNER, aspirant for the Bantam weight title before the War put a temporary stop to his plans, has been boxing ever since he was eleven years old. Now he is Sgt. P.T. Instructor on this Station, but his ambition is still to wear the 8 st. 6lb. crown. He is only 23, and reckons that in proper training again he could make the weight without difficulty, so here's wishing him good luck.

Gardner is a "Geordie", and, although he is not so well known to Southern boxing fans, in the North of England he was a drawing card every time his name appeared on a promoter's program.

At eleven years of age he won the Durham Schoolboys' Championship and was narrowly beaten in the North of England championships. Boxing was in his blood, and in his next eighteen fights, as an amateur, he lost only one. At 17 he turned professional and started out on the long road which leads to a championship title and a Lonsdale belt.



Working up the professional ranks to challenge the men at the top is tough work. Gardner kept going and a fine victory over Wally Knightly put him within reach of the champion, Jacky Patterson. Phil Milligan, Southern Area Champion, stood in the way, but Gardner's victory over Knightly, who had previously lost to Milligan, gave him the right to be the Southerner's next opponent. Prospects for a championship match with Patterson looked bright, and then the war intervened.

Altogether Gardner has fought 14 professional fights, winning 12, six by K.O.

Since joining the R.A.F. he has become a feather weight. In 1940, while under training, he met and defeated the then R.A.F. champion, Cpl. Joe Boyl, and a little later met the Australian champion, McGowan, whom he K.O'd in three rounds.

McGowan had not been beaten until he came over here. The meeting took place on an East Anglian bomber station where McGowan was on flying duties. He was due to take part in a bombing raid the same night.

A good deal of R.A.F. boxing is amateur, but there are occasional matches with the Royal Navy in which professionals compete. Gardner has represented the R.A.F., among his opponents being Pat Palmer, former Southern Area champion, and P/O. Micky Jones, R.N.

Boxing fans on the Station have seen him helping at a number of tournaments, and recently in the "Salute the Soldier" campaign his exhibition bout with Nel Tarleton showed that he has lost none of his skill.

Gardner is keen on swimming and soccer. In addition to his boxing he finds time to run a business and satisfy a taste for sailing. He has his own boats and I rather fancy has a sneaking regard for life in the Royal Navy.

League Cricket

THE inter-Wing Cricket League is providing some interesting cricket and the games are worthy of more support from the boundaries. No. 1 Wing, No. 5 Wing and No. 4 Wing are running neck and neck. I rather fancy No. 5 Wing surprised themselves by their victory over No. 1 Wing. But the confidence gained from this win has given them great hopes of the championship.

SWIMMING

THERE is not quite so much activity in swimming, although the baths are always in great demand. The first gala staged by W.A.A.F. personnel, on June 16, was a great success. A.C.W. Eves (No. 3 Wing) a very stylish swimmer, was placed in all the races in which she competed. L.A.C.W. Holloway rather surprised, however, by winning the two lengths invitation race. She is an unorthodox type of swimmer but was too good for A.C.W. Eves.

SHOOTING

LAST month saw the completion of the No. 24 Group inter-station team competition and individual championship with service rifles. The whole competition proved a triumph for No. 1 Wing, two successes by No. 5 Wing in the individual shoot only preventing No. 1 Wing from making a complete sweep of all prizes.

Good Shooting!

THE final of the team competition was shot out between No. 1 Wing A and D teams. Air Commodore H. G. White, C.B.E., watched the shooting on the range at Kimble and afterwards presented the prizes. No. 1 Wing A were the winners with 324 points against the 309 of the D team. The team was:—Flt/Lt. Glenn, W/O. Stigger, Cpl. Kidwell, L.A.A. Evans, A.A. Russell and A.A. Billings. Incidentally Billings, who failed to qualify for the individual shoot, scored 67 for his team. Good shooting!

The Individuals

SGT. PAUL (No. 1 Wing) became the new individual champion and holder of the Halton Challenge Cup with replica, as well as the N.R.A. Donegal Badge. His score was 78 (poss. 85). Flt/Sgt. Hales (No. 5 Wing) was second, beating by one point (74-73) the holder, W/O. Stigger (No. 1 Wing). L.A.A. Ainsworth

(No. 1 Wing), who received Sqdn/Ldr. Kershaw's silver cup for the highest score by an apprentice, was fourth and Flt/Sgt. Sanders (No. 5 Wing) fifth.

On the Miniature Range

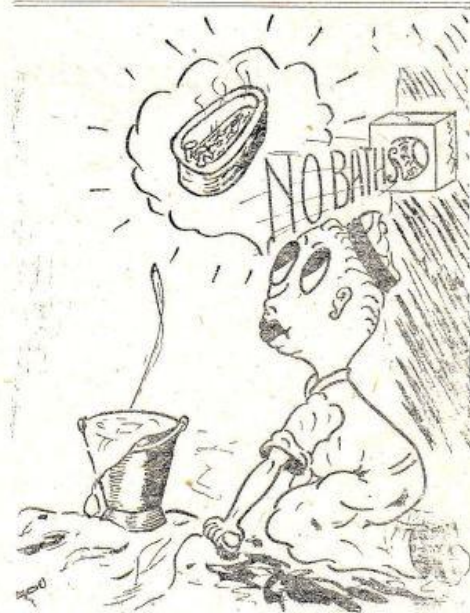
FINALS day at Kimble was ideal. General Service Training instructors worked hard at the butts to help the competitors. Incidentally, all of them are enthusiastic miniature rifle shots and have competed in many competitions on the Station.

A Mixed Match

ONE of the outstanding events in miniature shooting has been a mixed match between a team of airmen and W.A.A.F.s and a mixed side from Tring. Halton, represented by Sgt. Forster, Cpl. Jukes and Cpl. Powell with three W.A.A.F.s, Cpl. Forster (Sgt. Forster's wife), Cpl. Summers and L.A.C.W. Gladwell, were beaten by 572 to 554. It is hoped to arrange more of these matches.

The Pistol Shot

THE June monthly spoon pistol competition was won by Cpl. Ensor (No. 4 Wing) with a score of 224. Sgt. Ebsworth (No. 5 Wing) was second.



—By A.A. POTTER

A WARNING TO W.A.A.F.

Feed the Brute!

By Sergeant John Fuller

THERE was in England once a cookery tradition. Each locality yielded its particular delicacy and had its own kitchen pride. The English housewife was famed for her pickles, preserves, her bread and her baking.

The emancipation of woman and her entry into commerce, the professions and, finally, military service has all helped to destroy this tradition. There are many thousands of young women in the W.A.A.F. to-day who have not only never spent a half hour in the kitchen of their own homes but are, moreover, rather surprised if it is suggested that they might have done. There is some excuse for this. Many of these thousands have had little spare time since leaving school. Even so, it is regrettable that the tradition has fallen into such decay that these young women have never realised the usefulness of knowing how to cook.

Who is Going to Cook?

At the back of nearly everyone's mind in the Service to-day is the thought of home again, comfort again, and that means, inevitably, good food again. Who is going to cook it?

Many millions of meals have been eaten in British Restaurants and industrial canteens during the war, and the number is on the upgrade, but meals of this sort will never entirely replace the meals at home, which are more than meals. The Englishman's table is the corner stone of his family life.

The wives and mothers of to-morrow have shown determination and tenacity in this war. At hospitals and balloon sites, in plotting rooms and hangars and the rest they have shown themselves equal to every task. But will they, through present apathy, prove unequal to the simpler, more humdrum tasks that the future is going to bring?

Already many young women have asked themselves this question. Already many have sensed the need to prepare for those days ahead. As long ago as 1942 members of the W.A.A.F. began making enquiries and efforts to acquire domestic proficiency, not least proficiency in cooking, but this number has been small, too small.

This station can claim the distinction of being a pioneer station in the provision it makes to meet this demand, and the efforts it makes to stimulate it. At this moment over 30 members

of the W.A.A.F. of all ranks are enrolled for voluntary evening classes at the R.A.F. School of Cookery, and are applying themselves with zeal and, what is more, enjoyment to their kitchen activities.

Unless the Briton of to-morrow is willing to endure a lifetime punctuated by a sequence of spam, can and bottle, there will have to be a more widespread awakening of interest in this very necessary craft.

Even with Max Factor's aid the beauty that first snared the mate will not last for ever, but it can be followed by more substantial qualities that in the long run prove more vital than surface beauty. The housewife who can produce a mouth-watering casserole will be peerless among women to her family at any age.

Let the W.A.A.F. bring the imagination and courage they have shown in the Service to their home-making in the post-war years and all will be well, if they remember too that, as for the job in the Service, training was needed, so there must be preparation for this time ahead. When the next course of eight weeks starts, in early August, there should be many more applicants for the evening Cookery Classes.

Potential Mrs. Beeton

Would-be cooks, like would-be chess players, have often been repelled by an exaggerated notion of the difficulties of the game. There has also been a popular belief that cooks are born not made. This belief is quite wrong. Interest and patience are the only qualities necessary to become an accomplished cook, although, perhaps, to achieve greatness more than a dash of native artistry and genius is required. I believe that a negligible number of professionals are potential Escoffiers (probably the greatest chef of all times), but I do believe that every housewife is a potential Mrs. Beeton, though heaven forbid they should all write cookery books.

Let this station continue the pioneering. Let it be the station that can show the rest of the W.A.A.F. what can be accomplished even amid the strain of everyday work and the strangeness of life in barracks. If future classes and greater numbers reveal the same interest and ability to learn that the present evening classes are revealing, husbands of the future will have little to fear. Well, can you cook?

No. 1 (APPRENTICES') WING

THE Passing-Out Entry (the 45th) has certainly reached the finishing straight, although there is probably rough ground to be traversed before August 2. Still, school is over and its examinations seem, on the whole, to have been successfully circumnavigated.

Yet despite parades and exams. (and interior scouting), there has been opportunity for rest and refreshment, both mental and physical.

The complex question of obtaining a goat as a mascot for the Wing Band became a topic which passed many a weary hour before being finally pigeon-holed. Offers of goats came in from all sides and worried officers were to be seen poring over K.R.s in a vain endeavour to find answers to all the problems arising from the correct administration, housing and feeding of these goats.

Honours for the Band

In spite of having no goat, the Band has acquitted itself nobly in "Salute the Soldier" parades at Oxford (where among eleven bands we were given the position of third in the parade order, immediately after the bands of the Royal Marines and the 12th Lancers), and at Tring. The Bandmaster, Cpl. Carlton, and the Pipe-Major, Cpl. Coutts, are now working hard to ensure a perfect performance on the Passing-Out day.

Many, while walking hopefully up the Tring Road, have probably wondered at the tents which suddenly appeared at North Camp. The 47th Entry spent a fortnight under canvas, during which they carried out a novel and interesting syllabus consisting mainly of field cooking and field tactics. All are thoroughly enjoying the change, and a lily-white skin is an exception.

The "Shining" Wing?

Spring cleaning has matured into summer red-ecoration and there is great activity in the Blocks with pots of paint of various hues in constant use. Strange machines, too, can be seen running at top pressure spraying not only the ceilings and walls of the rooms but a great deal besides. Perhaps the soubriquet "Shiny" may soon be applied to the whole Wing.

The different coloured cap bands for each Squadron are a well-established fact, although "B" and "C" at first found their blues and reds somewhat indigestible after a modest green.

The individual Squadron colours certainly possess many advantages.

The Wing athletic team has done quite well, having beaten Latymer Upper School, West Middlesex Triangle Juniors and Bloxham School. It is mainly a young team, and a large proportion will be at Halton for at least another two seasons. Already, under Flt/Lt. Gorwood's able coaching, there is a considerable improvement and it is to be hoped that they will set a high standard at the Station Individual Championships. Sgt. Russell, too, has helped a lot behind the scenes, and no small amount of credit for the smooth running of the fixtures is due to him.

Padre Killick's Help

Padre Killick has generously put in a lot of time with the Wing cricketers and results have been very gratifying. We do not know yet how we compare with a first class public school team, but the match with Stowe School on July 15 will, no doubt, be the acid test.

Several minor teams have been beaten and only one match has been lost—to the Station XI, which included Sgt. Spencer (Kent) and Padre Killick (Middlesex).

S.A.A. Richmond, the captain, has been the outstanding bowler with a best performance of nine wickets for twenty runs, and A.A. Barker the most successful batsman. Barker made a century in two successive weeks and has several other useful innings to his credit. Fielding has been generally good and will no doubt considerably affect the choice for the last few remaining places in the team. Besides Padre Killick we also have two most valuable assistants in Sgt. Bedford and Cpl. Kemsley, our indefatigable umpire.

In the Cricket League

Mention must be made of the No. 1 Wing XI participating in the Station Cricket League. This is composed entirely of permanent staff, and captained by the Commanding Officer, has lost only one match, to No. 5 Wing. Two of the finishes have been particularly keen and only steady nerves have enabled them to scrape through. Cpl. Champion brought off a brilliant one-handed catch to dismiss a 4 Wing "crack" batsman.

The Swimming Team has not had as many matches as it would have liked. Bloxham School were comfortably beaten. A match

against Bedford Modern was cancelled, but Stowe and Merchant Taylors' School are to be met before the end of the term.

At Kimble Range the final of the Station Team Championship was fired between two teams, from No. 1 Wing, the "A" team ultimately beating the "D" team by fifteen points.

The position to date in the Barrington-Kennett Trophy competition is:-

	A. Sqdn	B. Sqdn	C. Sqdn
Cross Country	3	1	2
Hockey	3	2	1
Soccer	1	2	3
Shooting	2	1	3
Boxing	1	3	2
Rugger	1	3	2
Athletics	3	2	1

Cricket and swimming are still to be decided.

The Barrington-Kennett Trophy was presented by Mrs. Barrington-Kennett in memory of her son, who was the first adjutant of the Royal Flying Corps. A magnificent silver trophy, valued at many hundreds of pounds, it was originally competed for by various wings of apprentices, first at Cranwell and then at Halton. Entirely a sporting trophy it became the centre of competitive sport among apprentices covering athletics, boxing, cricket, cross country, swimming, shooting, baseball, fencing, association football, hockey and rugby. It was awarded annually to the Wing which gained most, each Wing competing against every other at the sports specified.

In 1941 permission was given by the then Officer Commanding R.A.F. Halton for the B.K. Trophy to be handed over to No. 1 Apprentices' Wing and to be competed for on an inter-squadron basis. Competition between the three squadrons has always been extremely keen, and the close nature of the contest is well exemplified this year by the fact that with two events still to be decided, each squadron has 14 points to its credit.

Very recently there has been an innovation in the scoring for the trophy. The A.O.C-in-C Air Marshal Sir Arthur Barratt, K.C.B., C.M.G., M.C., has generously awarded a cup which will be presented annually at the B.K. Boxing competition to the apprentice who "loses his match but who best exhibits tenacity and endurance under punishment whilst still

maintaining the spirit to fight back aggressively." The squadron represented by the winner of the "Barratt" Cup will be deemed worthy of adding one point to its B.K. total.

Halton in Belgium

A Memory of the Battlefields Trip

FORMER apprentices will recall pleasant memories of peace time trips to the Belgian battlefields.

Among the many kind friends of Halton who helped to make these trips most enjoyable is Major Paul Slessor, now Assistant Bursar at Toc H Headquarters, who in happier times received several parties at Talbot House, Poperinghe.

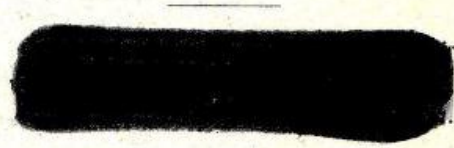
We welcome a reminder of these trips, and a note of the great work being done by Toc H today from Major Slessor.

Major Slessor writes:—"I have the happiest memories of receiving several parties of Halton apprentices with some of their instructors during the ten years preceding this war at Talbot House, Poperinghe in Flanders Fields, the birth place of Toc H.

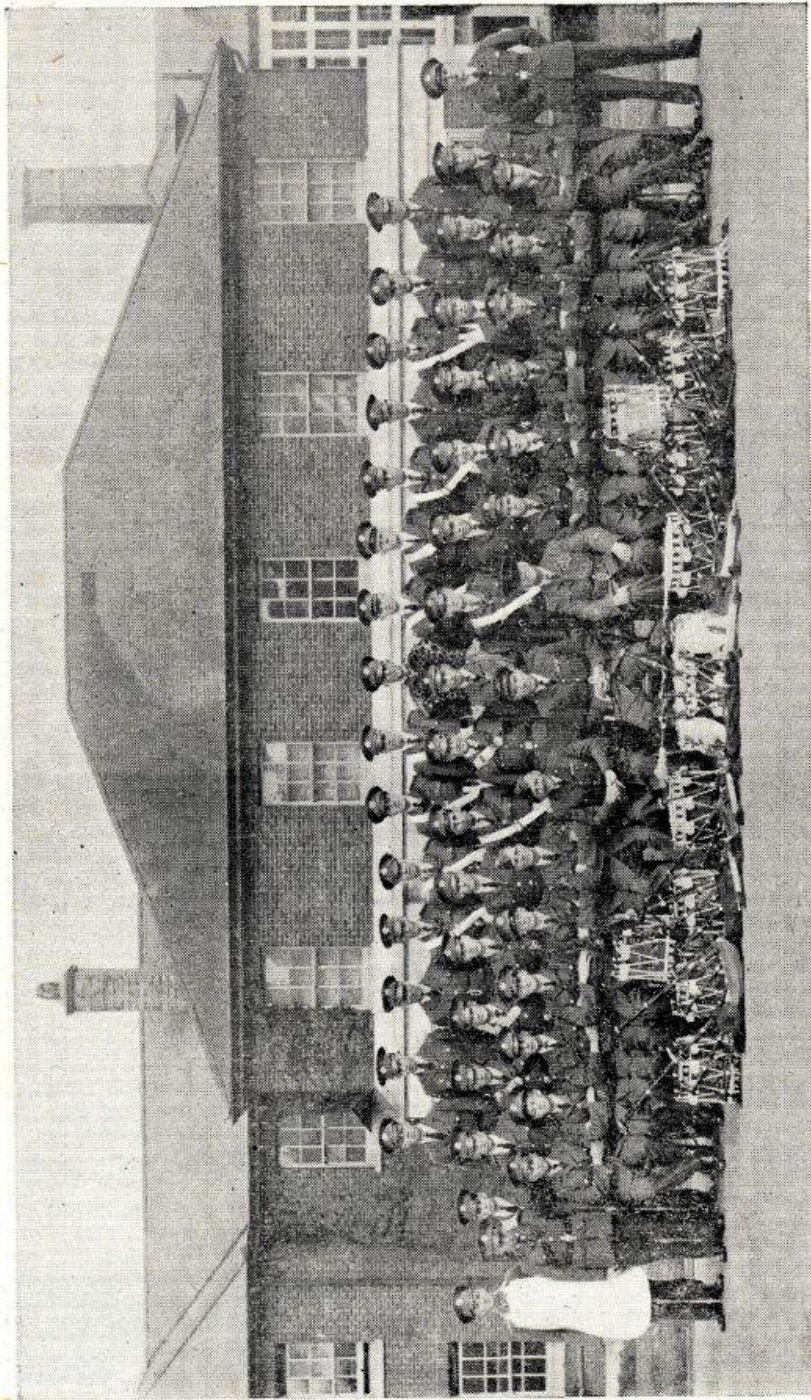
"I am the proud possessor of copies of that amazing little Guide or Programme that the apprentices produced annually in connection with their Belgian Tour, and I have happy and proud memories of talking to the Toc H Group soon after its formation in Halton some years ago, and repeating the dose from time to time. The last time I did so was in October, 1939.

"I have always looked upon Halton as a fine propagating house for Toc H, for from Halton went out many young men imbued with the spirit of Toc H. The result is seen now when we hear of the many Toc H "Circles" which exist and thrive in dozens of isolated R.A.F. Stations in North Africa and elsewhere.

"Those who have had the advantage of visiting the Old House in Poperinghe will be glad to know that the latest official information is that it is unharmed as yet, though occupied by the enemy, and it is fervently hoped that it may come through what lies before us, unscathed."



No. 1 (Apprentices') Wing Band



BACK ROW—A As Hooper, Ford, Hughes, Tighe, Iddes, Freeman, L A A Upton, A As Lemon, Millar, Perkins, Bishop, MacPherson, Jereny, Satow, Thom. *SECOND ROW*—A As Hadfield, Norval, Jones, Roe, L/A/A Oxenford, A As Buckingham, Briggs, Watson, L A A Bethel, C/A/A Thompson, A As Ebsworth, Woods, L/A/A Lillard, A As Whitlock, Ilett, Balderstone, Brock, Day. *FRONT ROW*—A As Rootes, Baxter, Marsh, Tufft, Short, Saunders, Cpl. Carlton, S./Ldr. Salthouse, W. Comdr. Scott, W/O Jenkins, A As Bannister, Davey, Kenyn, Reid, Preston, Middleton.

Chess Notes

THERE is a general belief that the arrival of the light evenings means an end to indoor games for a few months. Not so with your ardent chess player, who is too busy keeping both eyes on his opponent's Queen to notice that summer days have come.

This is particularly true of the chess enthusiasts on the Station. Tuesday and Friday evenings are "Chess nights", and support generally has been pretty good. The Friday evening meetings in the Church Hut (opposite Henderson Guard Room) continue to be well attended, but more support would be welcomed for the Tuesday evening meetings in No. 4 Wing library. Experts and novices are both welcome. No matter what the standard of your game you can be assured of a match in pleasant company.

Club activities this month have included a match of eight boards against High Wycombe Club, and a simultaneous match against Mrs. Stevenson, formerly known for many years as Miss Menchik, Women's World's Champion. It was with deep regret that Halton chess players learnt of Mrs. Stevenson's death, due to enemy action, so soon after her visit to the Station.

The High Wycombe team visited Halton on Saturday, June 10, and a tight game resulted in a win for the home club by 5 boards to 3.

The visitors were entertained to tea in the institute and a return match has been arranged for July 1.

Mrs. Stevenson very kindly gave up her only free time in the week to visit us on Sunday, June 11. She played sixteen members of the club and made quite short work of most of us. After about two hours' play the result was 15 games to Mrs. Stevenson and one for us won by Flt/Lt. Hughes. The moves in the match won by Halton were:—

Mrs. Stevenson (White)	Flt/Lt. Hughes (Black)	Mrs. Stevenson (White)	Flt/Lt. Hughes (Black)
1 P—K4	P—K4	16 P×B	KR—Q1
2 P—Q4	P×P	17 Kt—K5	R—Q4
3 Kt—KB3	B—B4	18 QR—Kt1	QR—Q1
4 B—B4	P—Q3	19 P—Kt3	P—QKt3
5 O—O	Kt—QB3	20 P—QR4	P—QR4
6 P—QB3	P×P	21 P—QB4	R—B4
7 Kt—P	Kt×Q	22 R—K3	Kt—Q5
8 P—K5	P×P	23 P—B4	P—R3
9 Q×Qch	Kt×Q	24 R—K4	P—KB3
10 Kt×P	O—O	25 Kt—Kt6	R×P
11 B—KKt5	B—K2	26 K—R1	R×P
12 KR—Kt	B—K3	27 Kt—K7ch	K—R2
13 B×B	Kt×B	28 Kt—QB5	R—Q3
14 B.Kt	B×B	29 Kt—K7	R—R7
15 Kt—Q7	B×Kt	30 R—KB1	Kt—KB6
		31 Resigns	

NO. 3 WING

THE Fête held in connection with the "Salute the Soldier" Week proved a great success, although it had to be held inside because of the disappointing weather. The flower-stall was particularly attractive and, with the various side shows, produced a splendid contribution towards the "Salute the Soldier" and Prisoners of War Funds. The concert ran twice, the hall being filled each time. No doubt the Padre enjoyed judging the subsequent ankle competitions!

SWIMMING GALA

This event, although having been postponed several times, was most enjoyable, and revealed considerable talent in the Wing.

"B" Squadron won the day, and considering the small number of competitors an interesting variety of events took place. Sgt. Souter, of No. 4 Wing, captained the Water Polo match, which was a good show, with all competitors taking part.

Once again, the number of supporters at the Gala was disappointing, and if it had not been for W/O. Adams (who afterwards suffered from laryngitis) and a few other supporters, the competitors would have had little encouragement.

We are now preparing for the W.A.A.F. Sports, and we are hoping this event will be well supported by R.A.F. as well as W.A.A.F. personnel.

A new event in our weekly "What's On" Programme is a Slimming Class, to music, taken by Sgt. Wilson.

NO LINE

*They wrote to me: "Come on, my lad."
They dressed me in a nice blue suit.
But one thing I have never had:
I haven't got a line to shoot.*

*I've never been to Timbuctoo,
I didn't see the show in France.
I wasn't of the famous few;
I never get a second glance.*

*Others there are with tales to spin
Of rich adventure, bags of fun.
I have no chance to muscle in;
I haven't seen a single Hun.*

*Then gather round, and I will play
A mournful ditty on my flute:
"Oh! Take this ruddy bow away,
I haven't got a line to shoot."*

You want cheap flying?

THEN TRY GLIDING

By Group Captain E. THORNTON

VERY few boys of today are uninterested in flying. Many are not only interested in aviation, but are dead keen to be flyers themselves. Not all these boys can be pilots, although it is true that the time will come when all will be able to satisfy an ambition to get into the air for a trip, as a passenger. I am sure, however, this will not be sufficient for the average boy but will merely act as a stimulant to his ambition to fly and above all to fly under his own direction. Power flying may be too expensive. How, then, is the keen youngster to satisfy his desire to fly at a cost within range of limited means? The solution of this problem appears to be in gliding, a sport which was already popular before the war and must have received a great stimulus by the attention paid to it recently.

This fascinating sport is comparatively cheap and within the means of many and is likely to be developed considerably after the war. It is to the air what sailing is to the sea, the harnessing of the elements to propel the vehicle according to the directions of the occupant, success depending upon such skill as he may possess.

There are three distinct stages in gliding: ordinary straight gliding; soaring; and sailing. A brief description of each is necessary in order that the differences may be appreciated.

Ordinary gliding is the first step in this adventure. It is a form of air tobogganing in which the use of the controls to maintain straight flight is learnt by easy stages. A winch is normally employed with a long length of cable to tow the glider along the ground, or through the air after it has gained sufficient speed to become airborne.

The type of glider used for this preliminary instruction is called a "primary" and is inefficient aerodynamically because it is only required to fly at a height of a few feet.

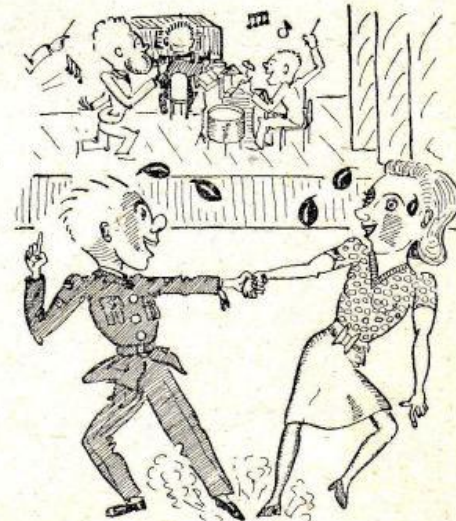
Soaring is the next big step in the would-be expert's training. For this a glider of much greater aerodynamical efficiency is required. The gliding angle must be much flatter, with a drop in altitude of about one foot in twenty. To achieve this end the wings are long and tapered, with a high aspect ratio. The fuselage

and nose are streamlined and the whole glider is highly polished.

The first flight with a glider of this description is a straight flight, the glider being released from the winch cable at a height of about 20 feet and maintaining flight for about 30 seconds.

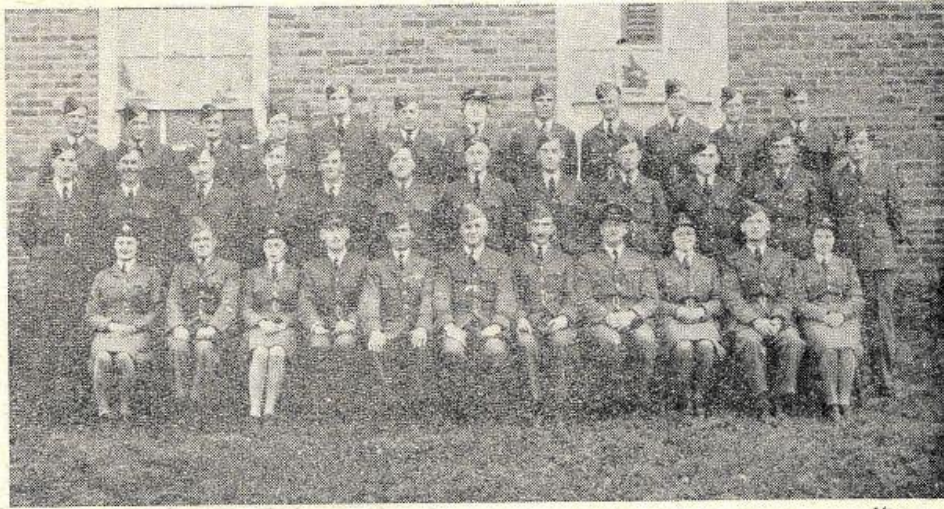
An experienced glider pilot can, however, reach a height of 1000 feet or more under favourable conditions during the tow off, and after release can maintain flight for periods depending upon the existing weather conditions and his own skill.

Sailing or sailplaning is cross-country flying, and is carried out only by very experienced glider pilots on specially built gliders of the very highest aerodynamical efficiency, exceeding that of our latest type of aircraft. These Sailplanes are sensitive to any up-currents of air which have to be fully exploited in order to make cross country flying possible.



"MY 'EXCUSED-MARCHING' CHIT EXPIRES NEXT WEEK" (GW)

No. 4 (S.H.Q.) WING



This picture of the administrative staff was taken just before the departure of Sqdn.-Ldr. Kershaw.

A LONG period of service at Halton has been terminated by the departure of Sqdn/Ldr. Kershaw. He was posted to Halton in September, 1939, being the first F/Lt. R.A.F.V.R. to be posted to this Station, and had been in No. 4 Wing since then—first as Adjutant, then as C.O.—with the exception of one month in No. 1 Wing.

Sqdn/Ldr. Kershaw was in the Central Ferry Pool of the R.F.C. in the 1914-18 war, having enlisted when he was 18. His job was mainly to ferry aircraft from England to the squadrons in France, and he gained experience of a large number of types—from Farman biplanes to D.H.9's. Later he served with No. 222 Squadron in the Middle East.

He celebrated his twentieth birthday on Armistice Day, 1918. On being demobilised he took up a business career and became manager of a group of textile factories. This was interrupted when he was recalled to the R.A.F. in 1939.

During the years which followed, Sqdn/Ldr. Kershaw commanded No. 4 Wing with fairness and success. He has expressed appreciation of the way in which the permanent staff stationed in the Wing co-operated with him. We, for our part, can say with truth that we are sorry to see him go, while at the same time we wish him well in his new duties.

Other officers who have left the Wing are Flt/Lt. Fowler, "A" Squadron C.O., who is succeeded by F/O. Saunders; and the Adjutant, Flt/Lt. Miller, who has proceeded overseas.

From the social aspect, most interesting bit of news is the formation of a committee to run the monthly dances. Members are S/O. Woodiwiss, Flt/Lt. Gay, Sgt. Macey, Cpl. Goldy, and A.C. Clayton. They hope to make the dances even better than before, and made a good start with the latest, on June 26.

SPORT

In the Victor Ludorum League, No. 4 Wing finished third, with 21½ points—2½ points less than the winners, No. 2 Wing. This result was all the more creditable as we had no team entered for the cross-country event.

Six entrants from the Wing reached the final of No. 24 Group Inter-Station Rifle Competition. They were: Sqdn/Ldr. Kershaw, Flt/Sgt. Walton, Sgt. Hamilton, Sgt. Connor, Sgt. Forster and Cpl. Hopper.

The cricket team is going fairly strongly in the League. Mainstays of the side are Sgt. Spencer and Rev. E. T. Killick, who are also playing well for the Station 1st XI.

The Wing sports will be held on July 22 or 29. Further details will appear on the notice-boards.

No. 5 WING

WITH the announcement of the Air Force landing in Normandy, the thoughts of many of No. 5 Wing Permanent Staff are with those that have left us recently; we wish them God speed and good luck.

The Wing Commanding Officer, Sqdn/Ldr D. M. Rees, and his staff deeply regret the posting of Flt/Lt. Walker. Flt/Lt. Walker has been associated with the Wing almost since its inception. His keen sense of humour was looked forward to at all social functions. We wish him every success at his new Station. We are fortunate in having Flt/Lt. Bayley in Flt/Lt. Walker's place, and look forward to seeing him carry on the good work.

As predicted in last month's column, our lives have been made more pleasant by the help of Warrant Officer Gale and the Technical Training Command Band "B". During last month many outdoor lunch-time concerts have been enjoyed.

Entertainments, except for tombola, have been scarce during for the summer months, although with the influx of N.C.O.s from "over the hill" it is hoped that some combined entertainment might be organised in the near future. Would other Wings please note that they are welcome to take part in tombola, which is held in No. 5 Wing Airmen's N.A.A.F.I. For times and date see No. 5 Wing notice board.

The Corporals Club invited the Sergeants and their friends to a dance and social held in the Maitland gymnasium. Considering the short notice great credit is due to the President of the club, Cpl. Gibbs, and Cpl. Foster, who were assisted by Sergt. Jones and Sergt. Cordey, in making the dance a success.

The Maitland gymnasium was decorated by Cpl. Cobb and the buffet was prepared by Cpls. Mugridge and Brown and L.A.C. Bowen. Dance music was provided by Cpl. Anderson's dance orchestra, and the entertainment was compered by Cpls. Lunn and Spence.

The cabaret included "turns" by Tony Mansell, Dick Laughton and Curly Bull, who kept the audience in fits of laughter; Wally Okin; Diana Male; and Phil Lunn and Wally Spencer.

Sqdn. Ldr. Rees took the opportunity to welcome some of the new N.C.O.s to the Wing, and to express his regret at W.O. Paley's departure. W.O. Paley said that he would not

forget Halton, and hoped to meet again many friends he had made here. He received a great ovation.

* * *

Among the sports innovations, Cpl. Baker is organising a soft-ball team. Cpl. John Baker was born in Opononi, County Horianga, N. Auckland, New Zealand, and is a regular member of the R.A.F. He first interested himself in soft-ball when stationed in Canada.

His life reads like a story-book. After he left school at the age of 17 it was his parents' wish that he should take up teaching as a profession. However, this proved too tame for him, so he took up sheep-farming instead. Eventually he found himself in the shipping business. This did not last long, either, and his restlessness drove him to stone-crushing, which meant living 50 miles away from civilisation. Tiring of the solitude, he and a partner opened an ice-cream business on the beaches. This business prospered by leaps and bounds; Baker was still not satisfied, and with war clouds gathering, took a one-way ticket to England to join the R.A.F. for flying duties. At that time there were no vacancies for flying duties, so taking the next best thing, he became a Flight Mechanic and eventually an instructor. It looks as though he was destined to be a teacher after all.

* * *

In a game against "5 Wing Erks", Cpl. Baker's team won 64-51. It is hoped our new friends in the Wing will take part in this new project. Cpl. Luxford proved to be the most successful batsman, scoring 24 runs.

The cricket season being well under way, we can report as having won two, and lost one match. In a match against Halton civilians, No. 5 Wing had 90 minutes in which to score 119 runs to win. This was managed comfortably, 140 being scored for six wickets. Cpl. Jacobs scored 52, and he and Cpl. Hunt put on 40 for the last wicket. Sgt. Wood scored 30 with very daring play.

The Wing's victory against the Police was almost upset by the fine bowling of Cpl. Powell, and it was A.C. Dyson's batting that saved the game. The Wing were successful in both their friendlies against Aylesbury Home Guard and Aylesbury Rivet Company. Sgt. Horsey and A.C. Dyson scored 52 and 43 respectively.

School of Cookery Notes

FIELD KITCHENS AND STRAWBERRIES

ELSEWHERE in this magazine is discussed the motives behind the cookery classes for W.A.A.F. that have been launched as compact eight-week courses. Under the direction of F/Lt. Wood the course has been designed to cover the foundation elements of domestic cookery. At the opening class the students learned to make short and sweet pastry, and then to use the result to prepare and cook sausage rolls, meat patties, apricot flans and bandes de fruit. The results, despite unfamiliar ovens, were creditable. The finished flans, especially, were glazed attractively and looked most professional.

Though rationing presented difficulties, the aim is to cover methods and dishes that will fit hoped-for peace time conditions. One night of the course students will select for themselves the dishes they wish to cook and on the final night the classes will prepare and cook a four-course dinner.

Matrimonial dissension is reputed to begin and end with the rolling pin. Eight lessons at the Cookery School should impart sufficient skill to ensure that its more drastic use will never be needed. Certainly the course should attract all airwomen who have one eye on a Portal prefabricated and the other on an eligible Haltonian.

SERGEANTS' MESS

The School Mess maintains its traditional *entente cordiale* with 3 Wing Sgts' Mess, no less so since the latter became a W.A.A.F. sanctuary. During the month each entertained the other at a social. Since Sgt. Wellman acquired easy chairs, the Mess ante room looks less like Hogs Norton Station waiting-room, but, plus gin, can still induce melancholia.

THE RIFLE CLUB

The miniature rifle range is still the most popular sporting centre. At this month's handicap competition the winner was Cpl. Hine, with Cpl. McNally and A.C.W. Wilson, A.C. Flood and Cpl. Overton following. A.C.W. Wilson, tying for second place, did extremely well, as this was only her second shoot at the range. More than one of the men

were somewhat disconcerted. The Rifle Club are anxious to get more matches and feel ready to throw out a challenge to all comers.

ENTERTAINMENTS

F/Lt. Moses has taken over the duties of Unit Entertainment Officer. The Thursday dances are still going strong and plans are now being made for a weekly Games Evening. It is also hoped to begin a series of play readings each Monday evening with a view to the eventual formation of a Dramatic Society. Laughter at the oratory of the instructors may soon, therefore, be legitimate.

There is no foundation whatsoever in the rumour that the structural alterations now in progress at the School are due to the vibrations occasioned by the tap dancing class held in No. 1 Room each Thursday evening. Sgt. Pratt is the enthusiastic teacher of an enthusiastic group of beginners, and new comers will be welcomed.

KITCHEN CARES

June is a month esteemed by Cooks. Just 160 years ago Carême, who gave his name to the Caramel and was one of the first great chefs, was born. When the anniversary of his birth comes round on the 2nd June each year, the peace-time cook prepares to deal with all the multitudinous foods that come in season. Fat Scotch salmon with cucumber to deck it; cream-laden strawberries; plump ducklings nestled in tiny garden peas; lobsters and crabs from the rock-lined seacoast; the thick, white-stemmed asparagus, brought across the Channel from Argenteuil; and the slimmer, greener ones from our own garden of Kent, all arrive in the kitchen. A host more there are of luscious fruits, crisp salads and succulent fish and flesh. It is with a sigh that the instructors turn once more to their lease-lend, dehydrated oddments, and renew the struggle to invest them with attraction.

— However, the burden is far from unbearable. Bucks is still leafy and the woods adjoining the School yield little wild strawberries, sweet as any to be picked in the Schwarzwolde. Hence, perhaps, the continued popularity of the field kitchens in the trecs.

SALUTE the SOLDIER

Target—£8,000

Final Total—£20,355 17s. 10d.

THAT was how Halton Saluted the Soldier. As an example of what personnel on the Station can do when an effort is made it is worthy of the highest praise.

The indicator at Main Point—to the designers and builders of which the Magazine records hearty congratulations—showed such a steady rise in total that it was obvious early on in the week that the target was going to be beaten. Actually it required only three days to reach the £8,000 set, and by Wednesday night the Soldier was already Saluted to the tune of £9,650. Speculations on what the final total might be were ambitious—twice the set target seemed a “possible.” It was, easily, and eventually more than two and a half times the Target figure was handed over. Well done!

Inter-unit competition to put up high totals was keen. Immense ingenuity was shown in arranging events designed to relieve visitors of cash. Dances, fun fairs, mock auctions, film shows—they all had their place in helping to swell the total. Such keen work by hundreds of voluntary workers deserves some record. We are sorry it is not to be, but we must bow to a decision not to give individual totals.

Pay Accounts Replies

THE NEW ALLOWANCES

Which trade groups benefit from the increases in allowances?

Married airmen with children in all trade groups have benefited from the increases, more particularly the lower ranks. See answer to Question No. 3.

It appears that, in certain cases, the increase in allowances for wives has been made at the husband's expense by forcing him to make a larger allotment. Is this the case?

This is so, and has been done, apparently, to bring R.A.F. qualifying allotments in line with those of the Army. In all cases of married airmen with children, however, the joint income of husband and wife has been increased.

What is the basic principle of the change in allowances?

The basic principle is that a wife with children shall receive not less than 35/- a week inclusive of the husband's qualifying allotment and excluding allowance for the children.

PEARL of the INDIAN OCEAN

By Francis P. MOSES

A native of Mauritius, who is serving with the R.A.F. in this country.

“WHERE and what is Mauritius?” I have forgotten the number of times I have been asked that question, both by comrades in the R.A.F. and by civilians. It pops up dozens of times a day, every time someone freshly catches a glimpse of the shoulder flash I am so proud to wear.

Mind you, I don't mind being asked. The question finds me only too ready to boast of my Indian Ocean island home. And with the help of colourful pictures I try to bring Mauritius and its magic tropical sun to the grey skies of the Mother country.

Here, then is Mauritius for my British friends, an island of beautiful beaches bordered by tall cypresses which threaten heaven with their shapely pointed arrows. Inland, mountains of blue basalt overlook broad valleys planted with sugar canes.

Scenery abounds to make of Mauritius a miniature fairyland. In fact it is considered as the pearl of the Indian Ocean. Its Botanical Garden ranks second in beauty in the world. As famous is the romance attached to it, which the French novelist Bernardin de St. Pierre, has immortalized in “Paul and Virginie.”

Officially, Mauritius was discovered by a Portuguese navigator in the 15th century, but according to earlier navigation charts, it is believed that the Arabs visited the island in the course of the 11th century. Since then, it has been occupied by the Dutch and by the French until 1810, when after an epic battle, Mauritius was added to the British Empire.

When volunteers were requested for service with the R.A.F., the response was so high that the selection of candidates was rendered a very difficult task. However, over a hundred sailed to Britain, where in various trades and different theatres of operations they are now uniting their efforts with those of the Allies.

In the peaceful world of to-morrow, Mauritius will look with pride on the active part she has played for the preservation of civilisation. Meanwhile, I wish good luck to all my fellow countrymen who have dared to win another trophy and more respect for the little jewel of Empire in the Indian Ocean.

Around Main Point

By "Onlooker"

GROUP CAPTAIN T. N. COSLETT is very happy to return to Halton, and has now taken over the duties of Senior Training Officer from Group Captain E. Thornton. He describes his Service career since 1938 as varied and exciting. Posted to 216 Squadron, Heliopolis, early in 1938, he was eventually posted to command "B" Squadron, R.A.F., Aboukir, on promotion to Squadron Leader.

* * *

Life was comparatively uneventful until Italy entered the war, and Group Captain Coslett's married quarter was damaged during the first air raid the Italian Regia Aeronautica made on Egypt.

The raid took place in the early hours of the morning, when he and his wife had gone on to the lawn to try and establish the identity of the aircraft. The house was badly knocked about, but no damage was done to the hangars and buildings of this important R.A.F. depot, despite many Italian attempts during the remainder of the war. Further excitement was caused with the evacuation of Greece and Crete—most of the Staff and personnel finding their way back to Alexandria and Aboukir.

* * *

Group Captain Coslett had some interesting experiences in the Western Desert, having entered Sollum and Tobruk soon after they fell into our hands. He was also able to see the results of the tank battle at Sidi Rizeh, arriving there by air a few hours after the battle had been fought. He still wears an excellent wrist watch which was "presented" to him by an Italian officer who was captured at Sollum on the Egyptian-Libyan frontier.

* * *

Group Captain Coslett flew to the Union of



South Africa on various missions and was eventually posted to the United States as a Middle East liaison officer. To get to the United States he travelled via the Belgian Congo, Nigeria and the Gold Coast, and after having been stuck at Accra as the guest of the American Air Service Command, eventually caught the Clipper from Fisherman's Lake in Liberia to Natal in Brazil. He flew the Clipper for an hour or so while crossing the South Atlantic, and later, while travelling via Trinidad to New York.

He found the United States a great change from Egypt and the Western Desert. After four and a half years

in the Middle East he considered himself completely dehydrated. Washington soon taught him otherwise. Situated on the banks of the Potomac, a river as muddy and dirty as the Nile; the humidity is very high, and for the months of June and July life is almost unbearable. He says it is impossible to exaggerate the wonderful hospitality shown to British officers while in Washington, New York, and generally while travelling through the United States. While he was in Washington he was a regular visitor to Congress (which is comparable to our House of Commons) and to Senate (which is comparable to our House of Lords), as apart from interest in American politics and trying to understand their view-point, these two American buildings during the summer months are air-conditioned, and a couple of hours spent in these buildings makes life bearable for the remainder of the day.

* * *

Group Captain Coslett is still keen on games, but he is now relegated to judging and refereeing. He held the R.A.F. and Inter-Services

Middle Weight Boxing Championship for some years, and represented the R.A.F. at rugby football. He stopped playing as a result of injury to his nose. However, on arrival in the Middle East he again played rugby football, captaining the winning R.A.F. fifteen against the Army.

* * *

While serving in the Middle East in 1942 Group Captain Coslett was awarded the O.B.E. in the New Year's Honours.

* * *

Group Captain Coslett has found that the ex-Apprentice enjoys the highest reputation and status in the R.A.F., and to be an ex-Apprentice, as far as the Senior N.C.O.s and Officers are concerned, is the hall-mark of keenness and efficiency.

GROUP CAPTAIN THORNTON

I DISLIKE writing valedictory paragraphs. For one thing, the subject of the article is generally so exalted a personage that I seldom meet him or even move in his orbit. Like Stephen Leacock's boarding-house mathematicians, we live in the same square, but don't move in the same circles.

The departure of Group Captain Thornton does not cause any such embarrassment. For I have always found him a helpful and easily approachable C.T.O., while in off-duty hours he has shown himself to be a charming personality, a good sportsman and a genial host.

GROUP CAPTAIN HAY

GROUP CAPTAIN HAY, recently posted to the North of England, has been a keen supporter of the *Halton Magazine* and has contributed regularly to the "Pay Accounts Queries". He has seen long service in many parts of the world, including three spells in Iraq, as well as in Palestine and Egypt. In the last war he served with the Welch Regiment and the Army Cyclist Corps, and was commissioned in the R.A.F. in 1921. Group Captain Hay used to be a very good cricketer, and on the rare appearances of a Halton officers' XI in recent years he has wielded a bat as stylishly as anybody.

The Voice

WHEN I visited the Camp Cinema the other evening, I was reminded of the good old "silent" days. You remember the

matinees, when a lady of doubtful age pounded a piano, and Indians were sent to their happy hunting grounds with the greatest of ease, and the heroine was saved just in time from a fate considered—in those old-fashioned days—to be worse than death? You sat on wooden forms, whistled at the exciting bits, booed the bad 'uns, and lustily cheered the hero.

* * *

Something of the same whole-hearted co-operation is shown by airmen (and airwomen) in our own cinema. No hero can delay the inevitable kiss without encouragement from the stalls; Bombardier Wells bangs the gong for Universal to a remarkably well-tuned vocal accompaniment; and any departure from accuracy, especially if it concerns aircraft, is met by a barrage of condemnation.

* * *

This creates an informal atmosphere, usually all to the good. It gives entertainment value to many a film which would otherwise be unbearable. I would particularly like to meet one member of the audience, apparently permanent: the Voice that shouts "Have a go!" or drops an earthy comment into one of the screen's tense moments. Sometimes I love him; more often, I'd like to wring his neck.

Lest We Forget

A REQUEST made a few weeks ago for W.A.A.F. volunteers to tend the graves of Service men in Halton churchyard has, I learn, met with a splendid response. Already there has been a distinct improvement in the appearance of the graves. This is a gesture which will be greatly appreciated by relatives and friends of men buried in the churchyard.

Is It Rounders?

P.T. periods are becoming more popular, now that set exercises have been replaced by games of what we fondly call baseball. I would hesitate to suggest that our American allies would recognise their natural game in the Halton version. To me it looks like rounders under another name. However that may be, the game has certainly caught on, and not only among the youngsters. Some of our civilian colleagues have caught the infection, and there is quite a lot of inter-section rivalry. This serves the double purpose of bringing new life to unused muscle and to breaking bar conversation.