

# The Haltonian Magazine

Summer 1946

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# THE HALTON MAGAZINE



SUMMER



1946



**The HALTON**



**MAGAZINE**



## EDITORIAL

Perhaps the saying that "In Spring a young man's fancy lightly turns to thoughts of love," partly explains the difficulty of producing a Summer Number of the Halton Magazine. Nor is the natural relief at the passing of Winter and the consequent desire to spend as much time as possible of the lengthening evenings in the open air very helpful. Add to the above complications the increasing lack of continuity in Station life as a result of demobilisation plus the particular loss of Squadron Leader J. D. Haddon, M.B.E. as Editor and Flight Lieutenant R. J. Beard as Sub Editor and the picture is complete.

Squadron Leader Haddon who did so much to revive the magazine is taking a rest from magazine duties—temporarily, we hope—in order to grapple with an exceptionally heavy training programme, and Flight Lieutenant Beard has left the Service.

The period under review therefore is one of transition, and quiet but active preparation for the task of building up Halton to pre-war standards. We have a long way to go and many difficulties ahead. Great schemes are afoot and the air is filled with rumours of epoch-making changes in training and organisation.

By the time this issue is "sold out" the 47th Entry will be on the point of departure; and many anxious eyes will be on the results lists. We wish the 47th "Good Luck" and a record bag of L.A.C's., some of which it is hoped will blossom into commissions.

It is our very great privilege to welcome to the Station, Air Commodore J. F. Titmas, C.B.E., as Officer Commanding in succession to Air Commodore H. G. White, C.B.E., who is now overseas. Air Commodore Titmas has already won the loyalty and respect of all ranks on the Station by his forthright enthusiasm for all that Halton stands for in the Royal Air Force, his happy knack of getting things done, and his obvious determination to look ahead. He comes to us from Med. M.E. Command and his service experience dates back to 1914.

Group Captain A. A. F. Hickman, O.B.E., who succeeds Group Captain T. N. Coslett, O.B.E., as Senior Training Officer is also making his weight felt in the difficult task of clearing up the debris of war-time training schemes and clearing the ground for the reception and training of the new type of aptitude tested apprentice.

We also welcome Group Captain H. A. Murton as Senior Accountant Officer *vice* Group Captain W. E. Fisher (retired).

To Wing Commander J. H. Newberry, D.F.C., Officer Commanding No. 1 (Apprentices) Wing and to Wing Commander J. R. Blackburn, Officer Commanding No. 2 (Apprentices) Wing we also offer a hearty welcome, in the sure hope that their exploits and those of their wings will provide plenty of copy for the Christmas issue of the Halton Magazine.

All good wishes also to Group Captain J. S. Carslaw and the Medical Training Establishment and Depot who are leaving Halton to make way for impending commitments in connection with the Aircraft Apprentices Scheme.

Most of the contributions in the present issue are provided by personnel on the Station and their assistance and practical encouragement are very gratefully acknowledged. It is hoped that the present contributors will be inspired to continue their literary efforts and that would-be contributors who have not dared to enter the literary lists this time will take up their pens in active rivalry.

Ex-Halton personnel will be interested to hear that the Station Swimming Bath is in full swing again. The new roof with its improved lighting is a first-class job and the setting is complete for the forthcoming Fighter Command Swimming Championships.



## Halton Ex-Apprentices Re-union

Many of us who attended the Re-union of ex-Halton apprentices in the Royal Agricultural Old Hall on Monday evening, the 8th April, 1946 were somewhat apprehensive as to the success of the venture. Were we to be compelled to listen to extravagant eulogies from senior speechmakers? Should we who had not acquired high rank and distinction be made to feel a sense of inferiority? From the moment of entering the hall however, our doubts were dispelled. Pompous speeches, obviously were neither intended nor likely. All ranks, shapes and sizes, were greeting each other with genuine interest and affection.

Group Captain Whitehead's introductory speech as Chairman was a model of brevity. Air Commodore Titmas as Officer Commanding R.A.F. Station HALTON expressed the thanks of all ranks serving at No. 1 S. of T.T. to the Chairman and Committee for their inspiration and efforts which had made the re-union possible. His mention of "old hands" and new activities brought our rather hazy memories into focus. His racy resumé of current Halton affairs rather made us gasp. We had not realised how much went on outside the strictly technical training routine activities and we felt inclined to persuade old-timers to visit the Station and see for themselves whether the place was really carrying on in the old tradition.

The paid entertainers who followed must have felt they were merely a background for conversation but I feel sure they understood the situation. The appearance and performance of No. 2 Wing Military Band was a surprise and a delight, whilst Air Vice Marshal MacEwen's critical appreciation and enjoyment of No. 1 Wing Pipe Band's display was evident to all who recalled how much the early pipe bands owed to his interest and encouragement.

As the evening advanced, some of us began to wonder what misfortune had prevented the founder and oldest friend of the aircraft apprenticeship scheme from attending the re-union and it was not until Air Marshal Sir Ralph Sorley read a letter of apology for absence and sincere greetings to all apprentices, past and present, that we realised that Lord Trenchard was out of the country and unable to attend.

Suddenly events took a new turn. Quietly and unobtrusively the present Chief of the Air Staff appeared. He gathered his audience around him and reminded us simply and sincerely how much the R.A.F. owed to Halton and then went on to speak of the trials and troubles ahead. He made no extravagant promises and held out no immediate solutions but his personal magnetism and his clear, concise and friendly phrases, though no surprise to those who had served under him in Middle East or in Europe were a revelation and an inspiration to the assembly. After his speech Lord Tedder moved amongst his audience in that casual easy way which has become so famous and the evening took on a new lease of life.

Ex-apprentice members of pre-war Halton Pipe Bands suddenly felt an urge to shew the youngsters that they too, could turn out barbaric music and proceeded to demonstrate the fact in no uncertain fashion. It is whispered that so completely did these ex-apprentices recapture the spirit of former days that they forgot to return some of their borrowed plumage in the shape of caps and trimmings, leaving the owners no alternative but to return to Halton wearing a varied and assorted collection of headgear.

And so a very enjoyable evening came to an end, and we returned somewhat poorer in pocket, but very much richer in memories. Unfortunately we learned later that all the photographic shots had "misfired."

S.B.





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## HALTON MEMORIES

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*Further "snaps" are included elsewhere in this magazine*



# Preface to the History of the Royal Air Force, Halton

## Period 1720 to 1919

From 1720 Halton, or Haulton, belonged to the Dashwood family. The mansion was situated in the village by the Officers' tennis courts and the Halton Gardens were the kitchen gardens belonging to it.

In 1853 Baron Lionel Nathan de Rothschild purchased the estate. On his death in 1879 his Buckinghamshire estates were left to his three sons as tenants in common, who partitioned the property among themselves, Mr. Alfred Charles de Rothschild receiving Halton.

It was Mr. Alfred de Rothschild who pulled down the old Dashwood mansion and built the present Halton House, being himself responsible for the style and decorations.

The peacocks described by Robert Louis Stevenson in "*An Autumn Effect*" were the de Rothschild Halton peacocks, from which Peacock Farm derives its name.

The Army manœuvres of 1913 were carried out in the vicinity of Halton. The newly formed R.F.C. took part and a squadron landed on the hill spur which became Maitland parade ground. The squadron was billeted at Halton.

When war broke out in 1914, Mr. Alfred de Rothschild, with the manœuvres fresh in his mind, offered his estate to the War Office as a training camp. The transaction was not put through but on Mr. Alfred's death in 1918 the estate was devised to Mr. Lionel Nathan de Rothschild, who sold to H.M. Secretary of State for War.

When in September, 1917 it became advisable to co-ordinate the technical training of personnel for the R.F.C., the Halton Estate was utilised for the purpose.

The technical instruction thus co-ordinated at Halton was made essential by the rapid extension of the Air Services soon after the outbreak of the war. The supply of skilled personnel had been drawn, in the first instance, from the technical branches of the Navy and Army, and also from civil life. The authorities soon realised that the demand for skilled men would soon outstrip the supply and steps were taken to provide an organisation which would ensure a steady flow of trained fitters and riggers to meet likely requirements.

Early in the War, at Reading, a school of instruction for officers of the Royal Flying Corps had been formed, known as No. 1 School of Instruction. In July 1916, this school was enlarged by adding 9 officers and 72 non-commissioned officers to the instructional staff of the school, so as to allow for the training of 1,000 men as riggers and fitters in addition to the 300 officers already under instruction.

In September 1916, arrangements were completed by which R.F.C. mechanics were sent for training to various Polytechnic Institutes in England and Wales, at an inclusive fee of 10s. od. per head per week. Capt. Chester was made responsible for the necessary billeting arrangements.

Also in September 1916, the premises of Messrs. Hall & Co., Pitt Street, Edinburgh, were taken over for the formation of a further centre for training R.F.C. mechanics, and Capt. S. A. Hebden appointed to command. 300 men were continuously under training on an eight weeks' course.

A further 200 fitters were instructed on a similar Course at the Central Flying School, Upavon.



Instruction to officers in preliminary ground training was given at No. 1 School of Military Aeronautics, Reading, commanded by Colonel I. M. Bonham-Carter. Later, at this school, a branch was started for training mechanics (men).

In order to accommodate increasing numbers at this School of Instruction, the premises of a jam factory at Coley were taken over, on 27th October; and the section for the fitters and riggers under instruction was designated "Men's Section." In February 1917, Lieut.-Col. J. H. Wilford assumed command of this branch and was assisted by:—

Major I. V. D. Truman, commanding Engine Fitters Section,  
Major N. W. Turner, commanding General Fitters Section,  
Major V. O. Rees, commanding Riggers Section,  
and Capt. Clarke.

In February 1917, the Men's Section became known as the School of Technical Training (Men) and on 11th April 1917, its establishment was fixed by the War Office, absorbing the personnel of the Edinburgh School. At this time the technical training of the men came under a new branch of the Directorate of Air Organisation, called A.O.1(S), which co-ordinated the preliminary training carried out by Polytechnics with the more advanced training given at Reading.

Owing to the rapid expansion of the Coley Park School whose strength grew to over 2,000, much larger accommodation was found to be necessary. Proposals were submitted by D/D.G.M.A. (General Brancker) to co-ordinate the technical training of men, women and boys for the R.F.C. by forming a school to absorb that at Reading, and the training being carried out at the Polytechnic schools. Halton Camp was acquired and taken over from the infantry then in occupation. The fitters were moved to Halton on 20th August and the riggers on the 10th September 1917. On the latter date the school headquarters were also moved to Halton Camp and the school placed under the direct control of the War Office. The first officer to command the school at Halton was Colonel I. M. Bonham-Carter, with Capt. H. I. Nixon as Commandant of the Boys' Training Dept, Halton Camp West.

In April 1918, Colonel Attenbrough took over the Boys' Training Depot as the School of Technical Training (Boys') (Home).

In April 1920, the name of the school was changed to No. 1 School of Technical Training (Boys), Halton.

Apart from the Technical School at Halton a Boys' Training School was formed at Eastchurch, in April 1918. This school ceased to exist in March 1920, when, although the original intention was to convert it into a technical school for men, the Armament and Gunnery School was established.

Another Boys' Training Depot was formed at Letchworth in June 1918, but its disbandment was soon proposed and in December 1919, all lands and buildings were handed over to the Disposals Board. In October 1919, another school was formed alongside the Cadet College at Cranwell, known first as the Boys' Training Wing and later as No. 2 School of Technical Training (Boys) (Home), and later as No. 2 S. of T.T. (Boys), Cranwell. In April 1921, it became "The Boys' Wing," Cadet College, Cranwell.

During the War, Halton Camp consisted of hutments connected up by a few roads and about 1917 a start was made to replace these by buildings of a permanent and adequate nature. Among the buildings constructed in this year were:—

The Workshops, The Power House, The M.T. Yard.

Use was made of German prisoners for some of this work. Halton House was also taken over as the Officer's Mess.



The formation of a Hospital became an urgent matter on account of the expansion of the Camp, the needs of adjoining Army units and the evacuation of the Army Hospital at Aylesbury.

Under Sir Mathew Fell, the D.M.S., in a matter of days and with very limited resources in personnel and material a series of huts were converted. The provisional establishment was 150 beds with an operating theatre and accommodation for the nursing service and 60 W.R.A.F.

The hospital opened with 22 patients from the Army Hospital at Aylesbury and with a staff of 5 officers, 10 sisters and 22 airmen. For the first year it was administered as a medical unit under the Air Ministry Medical Department, coming later under the P.M.O. of the Command.

In September 1919, the Medical Orderlies Training Depot was formed for the training of airmen for the Medical Branch. During the year over 200 men were trained, and the personnel mobilised for the "Z" Expedition to Somaliland.

Economy made it expedient for the training of medical recruits to be undertaken at the R.A.M.C. Depot and in August 1920, for seven years the Halton Hospital Orderlies Training Depot was shut down.

In 1919 Mrs. Barrington-Kennett presented to Halton the Barrington-Kennett Sports Trophy, in memory of her husband who was killed in 1915.

Major Barrington-Kennett, Grenadier Guards, was the first Adjutant to the R.F.C., and through his efforts and those of his Guardsmen N.C.O.'s a very high standard of discipline was attained. During the War he returned to the Grenadier Guards and was killed while serving with them.

The Trophy is a magnificent solid silver model of an S.E.5 Aeroplane on an ebony stand, with a wing span of 24 inches. The work was carried out by the Goldsmiths and Silversmiths Company.

(To be continued).

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## CONQUERED — LIBERATED

*Dark clouds of portent grim obscured the sky  
Of Europe, when our tried and brave ally  
Fair Gaul, was overwhelmed by the Goth,  
Who then sought other victims in his wrath.*

*The Channel Islands, 'reft of Britain's force  
Became his next prey, when the coarse  
And brutal enemy o'erran the Isles,  
And occupied them with his hideous wiles.*

*O Sarmia<sup>1</sup> and Caesarea<sup>2</sup> fair!  
For five long years ye were to be the lair  
Of Teuton brute, tho' ne'er in all  
Thy gallant hist'ry did the like befall.*

*O Caesaria! fair island of my birth,  
Rejoice again that one with all the earth  
Thou art free for evermore; thy former peace  
Shall compass thee around till time shall cease.*

<sup>1</sup> Guernsey

<sup>2</sup> Jersey

W.R.



## No. 1 Apprentices' Wing, Halton

Signs of the gradual return to peace-time conditions and the welcome expansion of Apprentices' training have been apparent during the past months. The 50th Entry, which had been accommodated in the No. 2 Wing area, was retained to form the nucleus of the No. 2 Apprentices' Wing which was re-opened early in February of this year to receive the incoming 52nd Entry and the 53rd Entry later in May. Everyone has been looking forward to the re-opening of other Wings in order to provide scope for exercise of the former keen inter-Wing rivalry which stimulates unit spirit and healthy competition. It has, of course, not been possible to re-start the competition for the Barrington-Kennett Trophy on an inter-Wing basis but it is still being held each year between Squadrons. No. 2 (A) Wing is developing fast and we are watching its progress with interest; we wish it and its new Commanding Officer, Wing Commander J. R. Blackburn, together with his staff, the best of luck.

Following the events described in detail in the Christmas issue of the Halton Magazine, the Wing again distinguished itself at the Royal Albert Hall on the occasion of the British Legion Festival of Remembrance in November, when the Pipe and Fife Band, supported by two hundred and fifty Apprentices including the Physical Training Team, gave an outstanding display before the many thousands of people assembled. Shortly afterwards the Station was honoured by a visit made by Marshal of the Royal Air Force, the Viscount Trenchard, G.C.B., G.C.V.O., D.S.O., D.C.L., LL.D., who, in a speech delivered in the Station Cinema, personally congratulated those responsible on their magnificent performance. Many calls have since been made upon the services of the Wing Bands, among the latest being invitations to perform at the Wembley Stadium on the 4th May, when the Rugby League Final will be played, again at the Royal Albert Hall on the 24th May on the occasion of Empire Day, and later, on 8th June, to take part in the Victory Parade when seven hundred and fifty Apprentices will line a portion of the route.

The sporting events have been dealt with fully in another part of this magazine and it would be invidious to make mention of any one of them, but it is encouraging to be able to record that the Wing has won its way through to the concluding rounds of several of the Royal Air Force and other outside events in competition with mature and experienced teams.

The Wing has had its share of entertainment during the winter months for, beside having had opportunities to attend Station and other productions and its own weekly dances, it has produced two very good shows, one, staged just before Christmas entitled "Up the Creek" in which a song "Much Bull Upon The Hill" struck many a Wing note and, more recently an exceedingly well produced rendering of "French Without Tears" which will be revived during the week commencing 12th May, when an all-out Station effort will be made to raise a worthy contribution in aid of the St. Dunstan's Fund for the Blind.

No comment on the affairs of the Wing would be complete without reference to the recent departure of some well-known Officers, firstly, Squadron Leader H. Kershaw, who has served in the Apprentice Wing for two periods during his comparatively long stay at Halton and who has won the respect of all who have the interests of the Unit at heart; his promotion to the rank of Wing Commander (Temp.) was well merited and he now holds the position of Senior Administrative Officer at this Station, from which



vantage point he will be able to watch the affairs of the Apprentices with full understanding ; and, secondly, Flight Lieutenant G. F. Branch, who was retained in the Wing for over three years as he commanded a popularity accorded to few which enabled him to fill with competent ease the difficult position of Officer i/c Sports, in addition to his duties as Officer Commanding "C" Squadron, which demands for success well developed powers of observation, good judgment and foresight. In all Wing activities he gave constructive criticism and full practical assistance and we all join in bidding him "Au revoir" and wish him every success on his return to civilian life and its many problems. Our Adjutant too, Flight Lieutenant J. H. Knight, has recently been released after serving the Wing for some nine or ten months in the hub of the organisation ; we also wish him good luck. We welcome to the Wing Squadron Leader J. B. McKay and Flight Lieutenant A. E. Richardson, who now command "B" and "C" Squadrons respectively, and Flying Officer G. H. Brown, the new Adjutant, all of whom desire to further the Wing interests in the fullest manner.

In spite of many difficulties attributable to changes of staff and the restriction of normal peace-time supplies, the high standard of the Wing is being maintained. The 47th Entry—a good entry—is due to pass out at the end of July and with it will pass personalities who have contributed much to Wing and Station activities ; we shall be sorry to lose them but what is our loss will be the gain of the Royal Air Force which it is our overriding desire to see manned by healthy, keen, and competent ex-Apprentices.

H.M.S.



**REMEMBER THIS ?**



## No. 2 Wing Re-Opens

With the advent of 1946, we welcome the re-opening of No. 2 (A) Wing, once more in its rightful place at Halton.

We have at the helm a very capable and experienced Captain, Wing Commander J. R., Blackburn, himself an ex-apprentice, with a very good war record.

We also welcome F/O. "Jock" Duncan as Wing Adjutant and W/O. Marsh as the Wing Warrant Officer, with Squadron Leader Crouch, D.F.C., as "B" Squadron Commander; we have a bright future assured for No. 2 (A) Wing.

As yet, the Wing is in its infancy, being composed of "A" Squadron, with a full complement of apprentices, and "B" Squadron only half strength, but this did not dismay the Wing, in its grand effort for the "B.K." It is hoped that this month will see the Wing up to full strength and this time next year, the "B.K." trophy in our hands.

Rugby seems to be the Wings' strong-point, with some of the finest players seen for some years. A/A. Strickland of "A" Squadron awarded his colours only this year, has run away with highest aggregate for scoring, and we must also compliment L/A/A Senior on the award of his colours.

The 1st XV has covered itself in glory, by reaching the semi-finals for the R.A.F. Championship and then it lost its only match of the season—well done, and I am sure that next season will see the 1st XV leading the field.

Hockey this season, also surprised a few critics, the 1st XI winning most of its matches. We congratulate C/A/A Lupton on his excellent captainship of both the 1st XI v. Squadron XI in the "B.K." matches, and also the well deserved award of colours to Swire—Goalkeeper, and Keast—Right half, Lupton—Centre half, Rogers—Outside right. All, however, thank F/Sgt. Ferabee, for his interest and devotion to training, refereeing, etc., of the Wing hockey teams—and all bodes well for great success next season.

The Wing Soccer, making allowances for its first season together, was up to a very high standard, Bint and Boswell, scoring consistently. A/A Rann before his unfortunate illness, played regularly in the Wing 2nd XI and his well thought out, and cunning tactics were greatly missed.

On all occasions the team played well in the first half, but appeared to lose its thrust in the second half. This season should see a vast improvement, after this year's games against more experienced players.

We are at present on the transition period from Winter to Summer sports, and great things are expected in the way of cricket, swimming etc., from this Wing.

On the barrack staff we are very regretfully saying farewell to some of our N.C.O.'s, particularly Sgt. "George" Chapman—who intends to spread glory over the fire service by his maxim—"Keep the fire burning—until George appears." He was partly trained here, for a fireman, by the apprentices—refilling extinguishers after raids.

We are unfortunate at the moment, by not having a Wing mascot, and great interest is observed, as to the form it is going to take—Lewis, thinks it is about time we found a sparring partner for him.

The award of special privileges for each member of the best barrack room, on monthly C.O.'s inspections, is again welcomed, and a great improvement has been observed throughout the Wing. It is of interest to all that an award of similar privileges is to be made also to the best drill squad, under supervision of N.C.O. apprentices in charge of rooms.



It is with regret also that we say farewell this August to the senior entry, the 47th, particularly Sgt. Apprentices' Rogers, Ball, and Holding, and we thank them for the excellent work they have done in helping to form the Wing. I am sure all join in, in wishing them great success in their "finals," and happiness and good fortune in their service careers.

#### REQUIEM.

It was with great sadness that we learned of the passing of A/A Thompson, D. A. H., of "B" Squadron, and all join me in wishing to extend to his parents our sincere and heartfelt sympathy in their bereavement. During his short stay with us he showed great promise, and fulfilled all the standards set by Halton apprentices.

F.A.B.



#### Apprentices' Military Band

*Back Row, Left to Right—A/A's Cornford, McLean, Hamilton, Thomas, Lloyd.*

*Centre Row, Left to Right—Drum-Major A/A Moore, A/A's Breakwell, Sawyer, Clay, Desborough, Dispain, Williams, Durrant, Pollard, Larkworthy, Lailey, Owen, Stanley, Painting, Wingfield (Librarian), Bonner, Ross, Mountford, Drum-Major A/A Hoskins.*

*Front Row, Left to Right—A/A's Gordon, Wheeler, Goldstraw, Turner, Boby, Knight, Ford, Davenport, Bandmaster Cpl. J. M. Lynch, L/A/A Hollingsworth, A/A's Buchan, Lowe, Kearney, Gladwell, Holmes, L/A/A Robinson, L/A/A Rushforth.*





# WORKSHOP TRAINING NOTES

## Introduction

Owing to the reversion to the three years' Training Syllabus no Entry was due to "pass out" during the early part of this year, there being a year's gap between the passing out of the 46th Entry and that of the 47th who are due to pass out during July of this year.

The 52nd Entry arrived for Training in February 1946, and are now well advanced into their first Basic period, and showing promising results. Preparations are now being made to receive the 53rd Entry and it is anticipated that the number of trainees in this Entry will be double that of previous entries. With the advent of larger intakes it has been necessary to expand our Trade Training areas and it will be of interest to those ex-Apprentices who passed through Halton during recent years to learn of the disposition of the various trade training shops.

All Fitting IIA Training is now taking place in the New Workshops, the Fitting IIE Training now being carried out in No. 1, 2, 4 and 5 Bays of the Old Workshops.

The F/Arm. Training is now being carried out in No. 10 and 11 Bays of the Old Workshops.

The Inst./Elect. Training is still being carried out in No. 7, 8 and 9 Bays of the Old Workshops.

Numerous changes in Instruction Staff, both Service and Civilian have taken place during the past year, and many have discarded the R.A.F. blue once again to take up their old positions as Civilian Instructors. It would be well to take this opportunity of stating how much we owe to those Instructors, both Service and Civilians who have done, and are doing such a marvellous job of work unheralded and unsung, especially during the trying conditions of War.

In future issues of this Magazine, it is our intention to make a few notes (if space permits) concerning the Instructors employed on Apprentices Training, especially of those "old hands" who are so well known to you.

For the purpose of this issue it may be of interest to give the names of the Officers and Warrant Officers directly concerned with Apprentices Training.

Senior Training Officer - - - - Group Captain A. A. F. Hickman,  
O.B.E.

Officer i/c. Apprentices' Training - - S/Ldr. P. M. French, M.B.E.,  
D.F.M.

Officer and W/O. i/c. Fit. II E. Training F/Lt. Messam and W/O. F.  
Jenkins.

Officer i/c. Fit. II A Training - - - - Mr. L. A. W. Deane (W/Cdr.  
R.A.F.O).

W/O. C. H. Pearce.



Officer and W/O's i/c. - - - F/Lt. W. Bevan and W/O. T. A. Stobart  
 Inst. Elec. Training - - - W/O. A. Whibley and W/O. T. Smith  
 Officer and W/O. i/c.  
 Armament Training - - - F/Lt. E. England and W/O. Harper.  
 Officer i/c. Airfield Training - - F/O. H. Stallworthy.

The 47th Entry has just completed the final C.T.T.B. Manual Test, with the following Trade aggregates, which are very encouraging.

Fitter Armourers	-	73.4%	Total in Entry	-	24
Electricians	-	66.4%	Total in Entry	-	35
Fit. II E	-	65.73%	Total in Entry	-	72
Fit. II A	-	64.03%	Total in Entry	-	57

The Instrument Makers have not yet taken the above test, this test occurring later in their Trade Training.

On passing out, each Apprentice of the 47th and subsequent Entries will be presented with an Apprenticeship Certificate showing Trade Qualifications and Examination Results.

The following notes are submitted by the Officers i/c Trade Training.

T.F.

## Post - War Halton Apprentices' Training

### Fitters II E

With the ending of the greatest war in history, a war in which Halton ex-apprentices played a magnificent part, and with the experience gained during this six years, great things are expected of the Aircraft Apprentices now under training in maintaining the standard so ably set by their predecessors.

The 46th Entry, having commenced training during the war, came under the two year syllabus, and passed out in August 1945, most highly satisfactorily in spite of the handicap of the blackout, and the various other difficulties found under war conditions.

The 47th Entry will be the first to pass out under the post-war scheme of a three year apprenticeship, completing their training in August 1946. This Entry is also the first to have incorporated in its syllabus a course on Jet Propulsion Gas Turbines being instructed on the Rolls Royce "Welland." Instruction is also being received on two-speed superchargers.

Entries 48, 49, 50 and 51 are being trained under the same syllabus as the 47th, but that for the 52nd and subsequent entries has been altered.

This later syllabus includes "Centaurus" Mk. 4 in place of the "Hercules" VI, a later mark of "Merlin," the 61 in place of the "X," and the Rolls Royce "Derwent" included in the Gas Turbine course.

With the more modern equipment available, the absence of restrictions due to the war, and ably assisted, as in the past by the Instructional Staff, the 52nd Entry is expected to do exceptionally well on passing out.

A large number of service Instructors have been posted to Halton during the past six months, and it is interesting to note that many of these are Halton ex-apprentices. Experiences gained during the war years in service in many parts of the world, coupled with the sympathetic understanding these Instructors should have of Halton, will be of great assistance to the present Apprentices.

A.W.A.M.



## **Fitters II A**

### **47th Entry**

The general progress of Fitters II A of the 47th Entry is encouraging. A local Trade Test Board was held in March and the results obtained were somewhat higher than anticipated. The examination was all-embracing and the marking severe.

The Central Trade Test Board practical test, which was carried out in November 1945, produced an average of 64% for the Entry.

Reports from the Airfield Training Section say that the Entries are up to standard and have worked well.

Plans for the revision period are laid and voluntary lectures in all subjects have been given in the evenings.

### **48th and 49th Entries**

Present impressions of the 48th and 49th Entries are that their results will be good. BUT—a word of warning and advice. DON'T rest on your laurels (if any!). Take full advantage of the facilities available and remember that it is the commonsense application of your training which makes an L.A.C.

By the time this is read the 48th will have completed their C.T.T.B. practical; the 49th follow in October.

The last year of training is always strenuous; there is lost ground to be made up and the knitting together of all the "bits and pieces" which makeup a complete airframe. It is the aim of the instruction—and particularly of Airfield Training—to provide these facilities. The revision period will finally complete the picture and commonsense will do the rest.

### **50th Entry**

The 50th Entry are settling down and, as the first post-war Entry to be trained under No. 2 Wing, their progress is being carefully watched.

Certain minor changes in the Workshop programme have been made and there is every reason to expect that the standard of proficiency and keenness will be maintained.

### **51st Entry**

Now for the second year's training. Results, so far, have been good. On the whole the Entry is keen and well up to average but the testing time has yet to come and from the long straight furrow there is no turning back. Keep it up.

### **52nd Entry**

The 52nd Entry started in the Workshops in March. They have settled down well and the results of the first basic jobs are very good indeed.

If the present good impression they have made remains—and there is no reason why it should not—the standard they set will be hard to beat. But these are early days and there is much to be done before you can take—

"The upward plunge into the joys  
of light wherein the eagles poise."

L.A.W.D.

## **Fitters Armourer**

Armament Training on the Three Year Syllabus is now well advanced into its third year and the results obtained by the senior entry of Fitter Armourer Apprentices to date have been very encouraging. The 47th Entry have completed their C.T.T.B. Manual test exercise, obtaining a high average percentage, which should act as an incentive to junior entries.



No. 52 Entry Fitter Armourer Apprentices, ten strong, commenced training in March, and are at present in their Basic Fitting Phase. They are making satisfactory progress, and are all very keen Apprentices.

Training in general is being maintained at a very high standard to which the following factors contribute. Firstly, the keenness shown by the Instructors in their tasks, and secondly the increasing availability of new and modern instructional equipment, now that hostilities have ceased.

E.

## Instrument Makers and Electricians

The Workshop training of the Aircraft Apprenticed Instrument Makers and Electricians has progressed satisfactorily since September 1943, when the three years' training was re-introduced, but some very difficult times have been experienced due to the state of hostilities which existed.

The end of hostilities having come, many changes in instructional staff have had to be contended with due to their release back to civilian life.

Also, a great deal of new equipment has been introduced into the syllabus of training to compete with modern development, and has greatly added to the knowledge required and expected of the present aircraft apprentice.

The 47th Entry complete their three years' training and are due to pass out in July 1946. The Electricians, having completed their basic workshops training, have done their trade test manual job in this respect, and generally achieved a very satisfactory result. It is hoped that their final result will be as creditable in their final passing out examination in July.

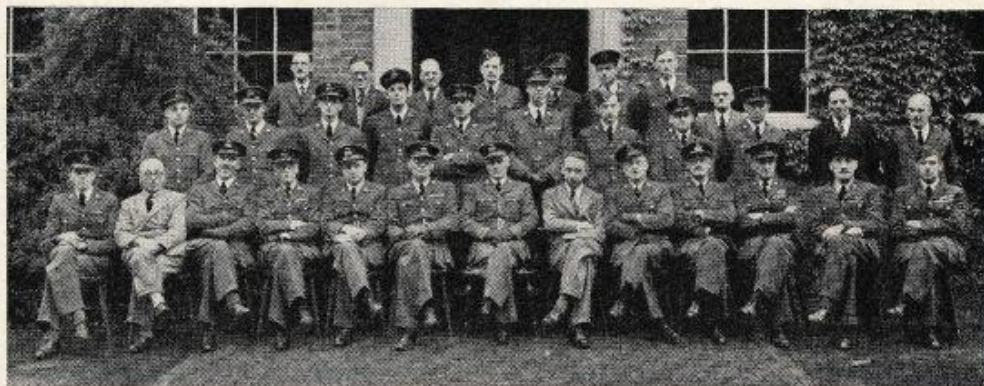
W.B.

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## The WORLD BEYOND

*What rules my mind and hand and brain  
Whence was I wrought, from whence I came,  
Questions the answer has never been told  
Man might be clever, but never so bold,  
That he can discern by reasoning true,  
What was God's will what meant he to do.  
This earth in its hugeness so vast yet so clear,  
The purpose behind it, the answer is near  
Looks over the fields in the valley set out,  
Cast thither your glance and look about,  
Peacefulness, solice, a feeling of ease,  
Absence of famine, of want and disease,  
This is the world as God meant it to be,  
The rest He just fashioned, to be finished by thee  
But Satan for Evil descended down,  
Cast his spell and looked around,  
Desert, destruction, pestilence, crime,  
Freely he offered, can all be thine.  
Man is a human and very weak willed  
Frail is a human when about to be killed.  
Resistance he offered though never to stay  
Here for a time, but then passed away.*





Halton Education Officers and Laboratory Assistants

## SCHOOL NOTES

The reports below by the various Heads of Departments in the school are as varied as the English climate. The Fitters II (E) with interesting developments in Jet Propulsion are inclined to ignore or forget some of the less exciting items of the syllabus in their zest for new discoveries and are naturally more optimistic than the Fitters II (A) who have met no similar new airframe developments to fire their imagination.

The main thing is that in spite of continual staff dislocations due to releases we have managed to maintain instruction. There is quiet confidence in the 47th Entry but the 48th and 49th have still to establish a similar reputation whilst the 50th Entry is far from finding its feet. The educational standard of the 51st Entry on admission to Halton was possibly the lowest on record but great things are expected of the 52nd Entry. Whether the new aptitude tests for the 53rd Entry will succeed in selecting the ideal apprentice remains to be seen.

A new staff of permanent education officers is gradually being built up and their war-time experiences on Service duties should give them a valuable background for their instructional duties in the school.

S.B.

### Engines Department

In common with the other departments in the School the Fitter II (E) section has felt many growing pains in the last three years due to the transition from the two years to the three years' course.

The introduction of jet propulsion has caused a lot of pre-conceived ideas to be re-adjusted. At first there was only a trickle of information, each new revelation being the subject of much conjecture, discussion and sometimes heated argument. With the end of hostilities the trickle of information has become a flood and Education Officers are known to scan "*Flight*" a trifle apprehensively every Thursday morning in case there are even newer developments to whet the youthful appetite for information. Some time must elapse before this new prime mover in the aircraft world is as well known and understood (?) as the piston engine.

Laboratory development goes on all the time ; the supercharger test plant has run some trials and will soon be in regular use and will prove or disprove much that has been discussed in the department.



Of the Entries at present attending the following may be said :—

47th ENTRY has pioneered the three years' course with all the vigour expected of a new venture. Their path has not been smooth for jet propulsion had to be wedged in along with the course originally drawn up. Much has been done by this Entry and done well.

48th ENTRY is waiting to reap the fruits of experience gained with their predecessors, but maybe they are a bit abashed at the size of the harvest.

49th ENTRY is in good spirit for their passing out date is still a year off.

50th ENTRY. During its first year this Entry felt the disturbance to training caused by the ending of hostilities but the Entry is now settling down and some good work may yet be done.

51st ENTRY is now approaching its Intermediate Examination—a critical phase now that the course is approved for the award of the Ordinary National Certificate in Mechanical Engineering.

52nd ENTRY starts with high hopes that its course will run without the difficulties that have beset some of the earlier entries during the change from war to peace.

W.T.

## **Airframes Department**

At the time these notes are being written, the 47th Entry are feverishly revising for their Final Educational Examination. By the time they appear in print the responsibility for the results will have passed from the apprentices to the examiners. Has the necessary effort been put off until too late? We fear it has for those who appeared to consider school work would make little difference to the final trade classification, until they were shewn the regulation which states that with a mark of under 40%, in school technical subjects, even AC2 classification cannot be obtained.

We would urge subsequent entries to realise now that a sustained effort in all branches of their training is necessary to make a success of their Air Force career.

A number of apprentices have been entered for the National Certificate and we wish them every success in obtaining this very valuable record of their achievements. It is regretted that many more did not reach the qualifying standard for candidature.

The 48th Entry have just sat for their Final Drawing Examination, after many false alarms. We hope the examiners will not suffer from liver as a result of the present austerity diet.

The 49th Entry show promise and are getting to the stage when they feel they know more than their mentors.

With the result of the Intermediate Examination still in their minds the 50th Entry are settling down to a year of real hard work—we hope.

The 51st Entry are shaping well for their Intermediate Examination, which will be the first step in deciding whether they will later be entered for the National Certificate.

The 52nd Entry are getting over their awe of strange surroundings and service life and are well prepared to pass on the title of Junior Entry to the 53rd, who will shortly be arriving on the Station. As a result of aptitude and intelligence testing we expect great things from this Entry.

J.D.H.



## **Electricians' and Instrument Makers' Department**

The first Entry to complete the re-established three-year course will be the 47th, which is now within a few weeks of its final examinations. The 48th Entry is approaching the end of the course while the 49th has yet some little way to go. The intermediate examinations have been completed by the 50th Entry while the 51st will shortly be taking theirs. Lastly, the 52nd Entry, although but recently started on the course, is giving a good account of itself.

L.T.A.

## **English and General Studies Department**

The main event of the period under review was the intermediate examination of the 50th Entry. Unfortunately the results were not up to standard with the exception of the Electricians who did well.

The other entries are following each other in sequence—ordered sequence as far as our depleted and rapidly changing staff allows—through the syllabus. The 52nd Entry are now joining in the “tail of the chase” as the bellringers say.

We wish the 47th Entry, who at the time of writing are about to start on their Final Examination the best of luck in this and the future. We hope that the General Studies course will be helpful to them in giving a broader and deeper understanding of the problems they will come into touch with in their service life, and the places they will visit.

We are glad to welcome back as Head of Department S/Ldr. F. W. Clarke who has returned to Halton.

S.V.B.

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## **The Picture on the Wall**

*When of theory I am weary, and the lesson seems too long,  
And the Education Officer goes droning, droning on ;  
If he does not ask us questions and is not wont to call,  
I recede into the glamour of the picture on the wall.  
I have lost my third dimension while I wander where I will,  
Through the pine woods by the river, to the castle on the hill  
Where I watch the great ships sailing at a changeless, timeless rate,  
Which is just the rate one moves at in a two dimension state.  
In this world of changeless seasons, and of endless summer day  
My spirit roams at random o'er the hills beside the bay,  
Till my silent dream is shattered when to break I have to run,  
For the state of two dimensions will not do for milk and bun.*

—Noddah.



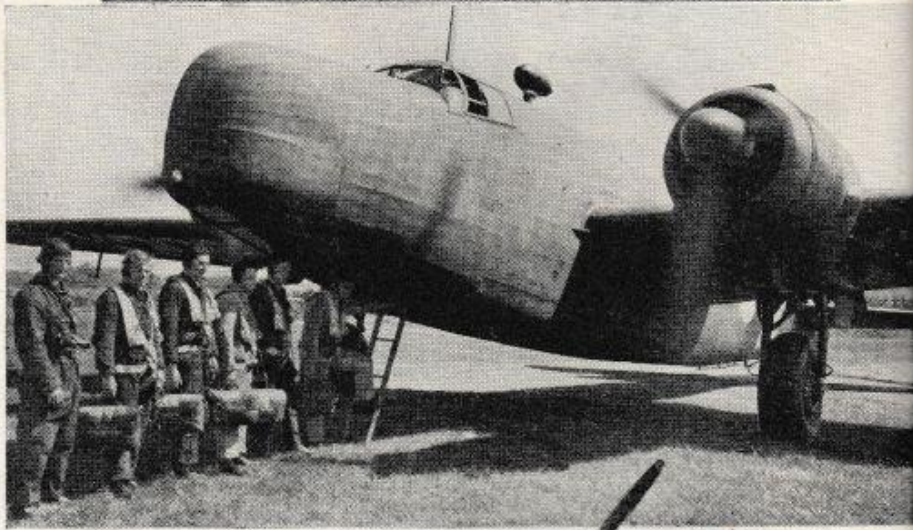


Halton Apprentices Starting the Meteor

Halton  
Airfield  
Training



Halton  
Apprentices  
Going  
Flying



Engine  
Starting  
Classroom

