

The Haltonian Magazine

105 Edition

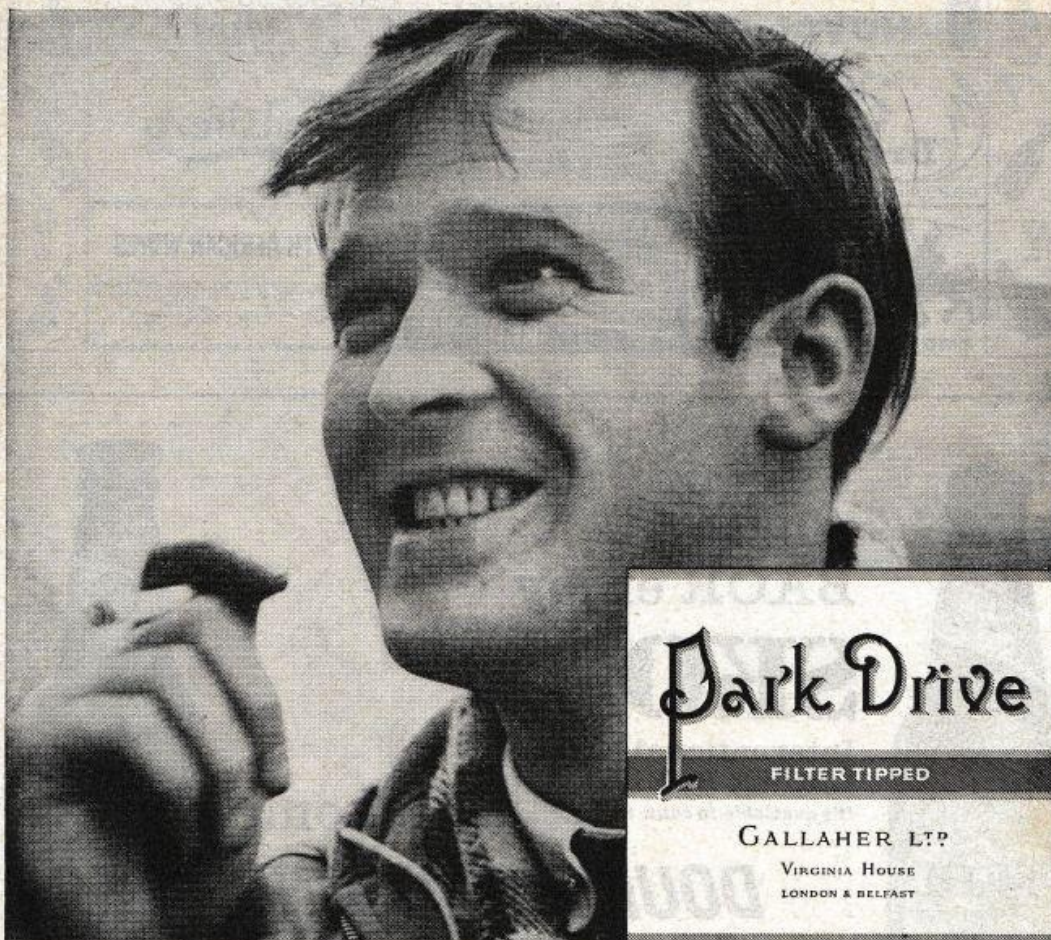
Autumn 1966

(Scroll down)

What people say about Park Drive

**“I like them - a good smoke
and good value for money”**

Mr. Alexander Montgomery of Lee Bank



try PARK DRIVE you'll like them

EDITORIAL

The tumult and shouting have died away after the publication of our Summer Magazine which introduced a new cover and an up-to-date presentation, and now we sally forth with our second issue in the modern style. Inevitably there were the traditionalists who regretted the disappearance of the blue cover and the pre-war layout, but the general consensus of opinion was favourable, supporting the change. To those who wrote expressing their congratulations and kind sentiments we send our sincere thanks. To the minority who considered the change to be unacceptable we humbly suggest that the Magazine, like the Royal Air Force it serves, must move towards progression and must not look back over its shoulder nostalgically believing that the past can never be improved upon. However, the editorial staff always welcome constructive criticism and will cheerfully accept any suggestions for further improvements to the Magazine.

* * *

Since the last issue we have received several accounts and letters from Old Haltonians some of which present exciting glimpses of life at Halton in the early days. We publish a selection of these reminiscences and hope that today's Apprentices will be appreciative of their own lot at the School almost half a century later. The editorial staff are more than grateful for this continued interest by ex-Apprentices in the School and for their contributions because it is an unhappy fact that, had we to rely on the present Apprentice generation for articles and material, this issue would never have been published. Our conclusions expressed in the last edition appear to have been clearly justified!

* * *

In common with the rest of the country, we are having our own economic squeeze. Readers will notice that this edition is thinner than its predecessor, but we hope that the material inside the cover will provide something of interest for everybody. Frequently we are criticised for omitting to report the various aspects of station life. We do not maintain a newspaper staff and have to rely entirely upon the services of interested individuals who wish to submit material so, if there is nothing in this Magazine which satisfies you, the answer lies in your own pen.

PASS-OUT PARADE of the 105th, 201st and 304th ENTRIES

The Pass-Out Parade of the 105th Entry of Aircraft Apprentices, the 201st Entry of Craft Apprentices and the 304th Entry of Administrative Apprentices took place at Royal Air Force Halton on Wednesday, the 3rd August 1966.

The Parade was reviewed by
Air Marshal M. K. D. PORTER, C.B., C.B.E., F.R.Ae.S., M.I.E.E.
Air Officer Commanding-in-Chief Maintenance Command

The Reviewing Officer was accompanied by
Air Vice-Marshal B. ROBINSON, C.B.E.
Air Officer Commanding No. 24 Group

and

Air Commodore A. C. DEERE, D.S.O., O.B.E., D.F.C.
Commandant, No. 1 School of Technical Training

The Parade was commanded by Flight Sergeant Apprentice D. T. Bills and the following Apprentices acted as subordinate commanders.

<i>Parade Adjutant</i>	...	...	...	Sgt.App. T. E. Duggan
<i>Parade Warrant Officer</i>	...	...	...	Cpl.App. P. A. Theobald
<i>Colour Bearer</i>	...	...	...	Sgt.App. C. Cruse
<i>Colour Warrant Officer</i>	...	...	...	Cpl.App. K. A. Bull
<i>Colour Escort</i>	}	...	...	Cpl.App. A. J. Dear
		...	...	Cpl.App. R. Collins
<i>Escort Squadron Commander</i>	...	...	...	Sgt.App. I. Sloss
<i>No. 1 Flight Commander</i>	...	...	...	Cpl.App. P. V. Le Jeune
<i>No. 2 Flight Commander</i>	...	...	...	Cpl.App. D. W. Fisher
<i>No. 2 Squadron Commander</i>	...	...	...	Sgt.App. M. Nield
<i>No. 1 Flight Commander</i>	...	...	...	Cpl.App. T. F. Newey
<i>No. 2 Flight Commander</i>	...	...	...	Cpl.App. J. M. Ward

The Apprentices on parade were the 105th, 106th, 201st, 202nd and 304th Entries. The Brass and Pipe Bands were Voluntary Bands composed entirely of Apprentices.



*The Reviewing Officer
makes his inspection*

THE COMMANDANT'S REPORT

Introduction

The Commandant began by welcoming to Halton the Reviewing Officer and by thanking the parents present for their support in the training of the Apprentices. He indicated that the occasion marked another milestone in the history of Halton: it was the first occasion on which three Entries had passed out simultaneously and it also marked the successful launching of the Youth Training Scheme with the pass-out of the 201st Craft Apprentice Entry.

Report on 304th Administrative Apprentice Entry

Air Commodore Deere outlined the training successes of the 304th Entry who commenced training on the 6th September 1965. Of an original intake of 34 Apprentices, 32 passed out. All but one qualified as Senior Aircraftmen, and thirty gained exemption from Part I of the R.A.F. Education Test.

In sport the Entry had representation in School sides at soccer, athletics, boxing, fencing and cricket. The Commandant made particular mention of Apprentices Bowen and Linge, both of whom were selected as R.A.F. Junior Representatives, and of Apprentice Fox who was selected as a crew member on the second voyage of the schooner 'Sir Winston Churchill'.

The Commandant concluded that the 304th Entry showed fine achievements and compared favourably with the other two Entries on the parade.

Report on 201st Craft Apprentice Entry

Air Commodore Deere indicated that this was the first Craft Apprentice Entry which commenced training on the 1st September 1964 with an intake of 116 Apprentices. Ninety one were passing out, all having qualified as Junior Technicians. All but seven Apprentices gained exemption from Parts I and II of the R.A.F. Education Test; 23 Apprentices gained Class A and 68 Class B passes.

The Commandant listed the Entry's sports achievements: 31 Colours were gained in a variety of School sports and one R.A.F. Junior Colour was won for swimming. Apprentice Hutchinson had become the Inter-Services Bantam Weight Boxing Champion.

Air Commodore Deere mentioned that despite the inevitable minor readjustments which occur in any new training pattern, the overall results were most encouraging, and he concluded that the 201st Entry could be well satisfied in having set a good standard for those Entries which follow.

Report on 105th Aircraft Apprentice Entry

The Commandant outlined the results achieved by the 105th Entry, which commenced training in September 1963. 159 Apprentices passed out, 21 as substantive Corporals and the remainder as Junior Technicians. There was a 100% pass in the Final Trade Test which had not been equalled for six years, 88 Apprentices gaining Class A passes and 71 having Class B passes. The average mark of 71% led the field for any Aircraft Apprentice Entry at Halton. 84% of the Entry obtained their Ordinary National Certificate. In addition, of 126 Apprentices entering for G.E.C. 'O' Level examinations, 72% gained passes.

In the field of sport the Entry gained 13 R.A.F. Junior Colours. The Entry also took part with distinction in many formal ceremonials. An entry of such high calibre was bound to receive marked recognition in the competitive field of commissioning, and no less than 21 Apprentices succeeded:—

CADETSHIPS

Aircrew

F.S.App. D. T. Bills
Sgt.App. C. Cruse
Sgt.App. T. E. Duggan
Cpl.App. K. A. Bull
Cpl.App. P. V. Le Jeune
Ldg.App. L. G. Poulter

Technical

Sgt.App. V. R. Denwood
Sgt.App. I. Sloss
Cpl.App. N. P. Goodwin
Cpl.App. B. Wakely
Cpl.App. B. J. Webb

Equipment

Cpl.App. E. Pettigrew

DIRECT ENTRY COMMISSIONS

Aircrew

Cpl.App. R. Collins
Cpl.App. A. J. Dear
Cpl.App. E. G. Gill
Cpl.App. D. J. Young
Ldg.App. G. P. Brown
Ldg.App. A. A. Timbers

Technical

Cpl.App. D. W. Fisher
Cpl.App. C. B. McDowell
Cpl.App. B. J. Nelson

Conclusion

In saying goodbye to the three Entries, the Commandant congratulated all members for their contribution whilst at Halton and wished each Apprentice a happy and successful career in a fine Service.

Air Commodore Deere finally referred to a new prize—the 'Corner' Cup—which is to be competed for annually by Administrative Apprentices. He thanked the Commanding Officer of Halton Hospital, Air Commodore Stevenson, who generously presented the cup in memory of Group Captain Corner who, as a flying doctor, was shot down in 1942 whilst operating with a Spitfire Squadron.

The Commandant then introduced Air Marshal Porter, the Reviewing Officer, and asked him to present the prizes and address the outgoing Apprentices.

* * *

THE REVIEWING OFFICER'S ADDRESS

Air Marshal Porter expressed his delight at being the Reviewing Officer. He considered that contact with youth always was an invigorating experience and he felt that, despite criticism of modern youth, experience in the Royal Air Force demonstrated that the majority were far abler and smarter even than their fathers were before them. As a nation we would achieve more if we devoted our efforts to encouraging rather than discouraging the young. He was proud to see the fruits of his labours of a few years ago and, as an ex-Halton Apprentice, he was witnessing a Graduation Parade after an interval of over thirty-eight years.

The Air Marshal then recalled memories of his own days as an Apprentice, expressing gratitude to his instructors. He knew that the present graduates, though they might not realise the debt owed to the staff at the moment, would feel the same gratitude in the days to come.

Air Marshal Porter continued by pointing out that future success largely depended on personal effort. The Royal Air Force provided almost unlimited opportunities for those prepared to work and continue the process of learning. Not only material reward came to one who did his best but, more important there came pride in oneself, happiness and contentment. However, standards in the Royal Air Force today were higher than they had ever been and competition was fierce. Although the new graduates had taken the first hurdle, they had to pass a variety of courses and examinations to finish amongst the leaders.

Continuing with a word of warning, the Air Marshal said that it was not always the men who were in front in the first stages who finished ahead; sustained effort was required throughout. He then added a word of encouragement to those who were not amongst the leaders at this stage; by striving on they could finally reach the top. Congratulating the three Entries equally on their success, the Reviewing Officer indicated that, despite their different Trades, they all had joined the brotherhood of ex-Halton Apprentices. Bound together by a loyalty to and affection for the Royal Air Force, they were the backbone of the Service. Air Marshal Porter welcomed the Entries to the brotherhood and, in conclusion, wished them luck and happiness in their future careers.

* * *

PRIZEWINNERS

105th ENTRY

Highest in Order of Merit All Subjects

Winner:—Sgt.App. V. R. Denwood

Highest in Order of Merit, Educational Subjects

First Prize: Sgt.App. I. Sloss

Second Prize: Sgt.App. V. R. Denwood

Best 'Set Task' General Studies

Cpl.App. C. B. McDowell

Highest in Order of Merit, General Service Efficiency

First Prize: F.Sgt. D. T. Bills

Second Prize: Sgt.App. I. Sloss

Highest average for practical fitting over three-year course

Winner:—Air App. J. Hills

Best Tradesmen in Trade Standards Trade Test

Airframe Fitter	...	...	...	...	Air App. R. Hepple
Electrical Fitter (Air)	...	...	...	...	Cpl.App. M. J. Brooks
Engine Fitter	...	...	...	...	Cpl.App. E. Pettigrew
Instrument Fitter (Nav)	...	...	...	...	Air App. D. Crowe
Dental Technician	...	...	...	...	Ldg.App. C. J. Webb



201st ENTRY**Highest in Order of Merit, All Subjects**

Winner:—Cpl.Cft.App. D. J. Robinson

Highest in Order of Merit, Educational Subjects

Cpl.Cft.App. D. J. Robinson

Highest in Final Trade Test

Aircraft Fitter (Airframes) ...	Cpl.Cft.App. D. J. Robinson
Aircraft Fitter (Propulsion) ...	Ldg.Cft.App. J. P. Barrett
Aircraft Fitter (Electrical) ...	Ldg.Cft.App. L. J. Newbury

Highest in Order of Merit, General Service Efficiency

Cpl.Cft.App. B. W. Jones

Highest in Workshop Proficiency

Cpl.App. P. Hart

Highest in Liberal Studies

Cft.App. M. R. Akerman

304th ENTRY**Highest in Order of Merit, All Subjects**

Admin.App. M. J. Burrows

Highest in Order of Merit, General Service Efficiency

Admin.App. T. Burton

Highest in Order of Merit, Educational Subjects

Admin.App. R. A. Jeffries

Highest in Order of Merit in Final Trade Examination

Admin.App. M. J. Burrows

WINNERS OF SPECIAL PRIZES**Monsignor Beauchamp Memorial Prize
for the Best All-Round Aircraft Apprentice:**

Sgt.App. V. R. Denwood

**Pioneer Trophy for the Highest Marks in
Technical Training Subjects at the Final Examination
of Aircraft Apprentices**

Cpl.App. M. J. Brooks

**Crebbin-Robinson Cups for the Best Trade Standards
Practical Fitting Tests:**

Mechanical Trades: Air App. J. Hills
Electrical and Instrument Trades: Cpl. App. B. J. Nelson

**Elliott Memorial Prize for the Highest Marks in
English and General Studies:**

Ldg.App. L. G. Poulter

**Quinton Memorial Trophy for the Best All-Round
ex-A.T.C. Cadet Passing Out**

Sgt.App. V. R. Denwood

**Corner Memorial Cup and Prize awarded annually for the
Best All-Round Administrative Apprentice:**

1965 S.A.C. D. R. Neeham

1966 S.A.C. D. W. Gatherer

FORTY YEARS ON —

By Air Commodore S. W. Lane, C.B.E., R.A.F. (Retd.)

THE first contingent of the 14th Entry began to arrive at Wendoor Station on 7th September, 1926. By early October, the numbers had been reduced by the Medical Board and homesickness to the final 450 or so that began training. Some went off to Flowerdown to the Electrical and Wireless School and the balance left at Halton was about 400. Now in 1966, forty years on, the last of those who ran the full course must have left the Service. It would be a pity to let the fact go unremarked.

What happened to them all? It would be an interesting exercise to comb records and find out. At one time one thought to do it, but the chance has gone and one can do no more than record a few milestones on the long road.

The Fourteenth was the second entry on the then notorious 'new rates' of pay which were one of the unpleasant outcomes of the national economic difficulties of the time. Whereas our predecessors were paid ten shillings each a week, we had seven, of which we drew three each Friday. After due ceremony, of course! The rest was kept for 'Big Pay Day' just before we went on leave at term end. Even in 1926 three bob didn't go far, and one is still conscious of the permanent state of hunger in which one existed.

We were also distinguished by wearing the new 'superfine' uniforms—almost purple and alleged to have been made from surplus material for the Russian army. They faded quickly, and the stitches went white in no time. We were also equipped with 'lightweight' boots instead of the traditional 'amos' as worn by British troops since Wellington's day. To tender feet, hardly out of Startrites they were still uncommonly uncomfortable and ponderous.

Pantaloon (not breeches, please) were still de rigeur, and two straight lengths of blue serge for puttees completed the outfit. The pantaloons were invariably radically changed in cut by various self-appointed amateur tailors (senior entries naturally) who did wonders with a razor blade to transform those concertinas into passable imitations of the Saville Row cavalry cut. For half a guinea one could buy a pair of Fox's puttees and their wear was, fortunately, condoned by a management that was generally pretty severe about departures from 'standard pattern'.

Done up for church parade each week we really looked something—it took a long time to polish the buttons and the boots and get those puttees on so that the seams lined up with the seams of the pantaloons, and to pass the successive inspections on the

Squadron parade and the Wing Parade. The march to the Gym for the service (eight abreast) was enlivened by the bands but it was a relief to sit for an hour—good for the seat if of doubtful value for the soul. Then back up that long hill to what passed for roast and two veg.

One remembers too, the MacDonald bed. A magnificent piece of the bridge makers' art it was, and rather less yielding. The frame was in two parts: extended, you had your full-length bed. Closed, you had a space-saving four foot iron bench upon which you contrived to make a sort of arm chair from the three 'biscuits' comprising the mattress. They were splendid for the sadistic Orderly Corporal. A quick flip on the end collapsed the thing with a crash, and there never was a better way of announcing reveille.

We worked and groused and played and picked tons of stones from those splendid sports fields you now have. This was a military manoeuvre played on Saturday mornings (wet for preference). A change from normal bull routine and at least when we'd done our yardage we were finished for the day.

The fourteenth dispersed in the summer of 1929. There were three cadets—Rutter (now Air Vice-Marshal, retired), Widdows (Air Commodore, retired) and Williams (killed in a flying accident very early on as a flight-lieutenant). Twenty or so became corporals and stayed behind until the turn of the year to learn some of the mysteries of Administration. The rest—some 350 that had survived the course—hit an unsuspecting Air Force as a mixed bag of aircraftmen second class, first class, or leading. And then they began to learn!



"AND WHO ARE YOUR TAILORS, MY LITTLE MAN!!"



"COME ON M' LUCKY LADS
RISE AND SHINE"

With luck (good or bad, depending upon how one looked at it) one could be overseas within a couple of years. None of your two and half tours either, but for five certain and six possible. Two in Aden, Khartoum, Singapore, Iraq, and the rest in Egypt or India. Or all five in India.

Or you might do a tour in an aircraft carrier in the Med. or the Far East. Those were the days of 'trooping seasons' when once a year everybody moved over. And what a move it was, in either direction. Outward Bound, tearful partings and Homeward Bound, months of preparatory celebrations and a climactic arrival off Calshot when all the topees went overboard. Least said about troopships the better—with their white hulls and broad blue bands, the decor was the same as our kitbags and we claimed they were packed as tight.

The Fourteenth were an experienced bunch by September 1939 and along with thousands of predecessors and successors held the fort while the new boys learned their jobs. If ever Lord Trenchard's scheme for apprentices were justified it was then; we collected our share of medals and decorations and, war over, once again did our bit to hold the R.A.F. together until the new shape and size could be evolved, and somebody from the Fourteenth would be found, in some position of authority and responsibility, wherever post-war crises and panics called the R.A.F.

Now it's all over and we're all civilians again. Looking forward on 7th September, 1926, three years at Halton looked an age. Yet, oddly enough, our forty years have passed unbelievably quickly. We're wiser (we believe) but not sadder, except at leaving the Service we were proud to serve so long.



APPRENTICE —

FITTER —



PILOT —

By Flying Officer S. K. Lewis
of 99th Entry

THE transition from apprentice to pilot via fitter is an ambition for many apprentices, past and present, in today's Royal Air Force. This ambition can be achieved with some individual hard work, and fostered at no finer place than Halton.

There are various ways through which a ground tradesman may transfer to aircrew duties. Probably the best known to apprentices is by selection during the final term and post-graduate posting to South Cerney or Cranwell. A method which is less well known is one which I followed. It must be appreciated that one must allow time to get settled down after graduation; time to learn your new job from its practical aspect; time to become known by your Section Commander as, after all, he must recommend you. Again, do not wait **too** long; one must achieve a balance and apply for aircrew training at a time which your Section Commander advises, so let him know your ambitions early. Initial application should be made through your Squadron or Section Adjutant, or the Station Careers Officer. He will check that your qualifications fulfil the requirements of the time and assist you in completing the various forms. The forms will take a little time for processing during which you will be interviewed by your Section and Station Commanders. All being well, you will be called to Royal Air Force Biggin Hill to pass through the Officers and Aircrew Selection Centre. Two to three months will elapse before you are called for and a further month to six weeks before the results are known. At Biggin Hill you spend three to four days undergoing

medical examinations, aptitude and initiative tests. Assuming you are selected for aircrew officer training you will be posted to No. 1 Initial Training School at South Cerney, near Cirencester. One cannot say exactly how long it will take from first application to posting for initial aircrew training, but from seven months to ten months should be anticipated.

The course at South Cerney lasts for 15 weeks and embraces general education, leadership training and general service training. Sounds simple enough, but the course is tough and really does demand 100% application. The Halton 'Summer Camp' is more like a summer holiday compared with the 'Leadership Camp' held in the Black Mountains of Wales. However, the course is an enjoyable experience and achieves its object in turning out a very fit (Halton PT has nothing on this!) young officer ready to start his flying training. The ex-apprentice could graduate in one of three ranks: Acting Pilot Officer, Pilot Officer or Flying Officer depending upon length of service and age. The seniority one is awarded can only be reckoned from the age of 21, so varying ages and lengths of service may make some difference. All ex-apprentices should benefit from airman service, however. Upon commissioning the student pilots remain at South Cerney for the Primary Flying Course. All other aircrew students are posted to their respective schools. As a student pilot I can now continue only by giving an outline of the pilot's basic training.

The primary flying course at South Cerney consists of 30 hours, including five hours solo, on the Chipmunk aircraft. It lasts for five weeks and serves as an introduction to service flying. From South Cerney one proceeds to the Basic Flying Course at one of the Flying Training Schools. I was posted to No. 6 F.T.S. at Acklington, Northumberland. On arrival at an F.T.S. a fortnights 'ground school' must be completed before flying can start; the course continues on a split flying/ground school basis until, with the final ground school exams behind, one completes the ten months course with a few weeks full flying. Ground training covers many aspects of service life, law and officer training, as well as those subjects more closely allied to flying such as aviation medicine, navigation, airmanship, radio, radar, signals, meteorology, aerodynamics and technical subjects. On the flying side the course moves progressively from general handling, circuits, navigation and instrument flying on the Jet Provost Mk 3; covering similar work in more depth on the more powerful Mk. 4 and advancing to formation flying, low and high level work, advanced aerobatics and instrument flying, night flying and radio navigation. The course covers 145 hours flying, including 100 hours dual. It is comprehensive, interesting and hard work.

I should graduate in December, 1966. The Advanced Course is flown on the Gnat, Varsity or Helicopters, depending upon one's particular aptitude. Upon qualification as a pilot from Advanced School, one is posted to Operational Conversion Course, and thence to a Squadron, some 2½ years from completing the I.T.S. course. I trust I have given you some idea of the path your career may follow through flying training should you have ambitions like mine.

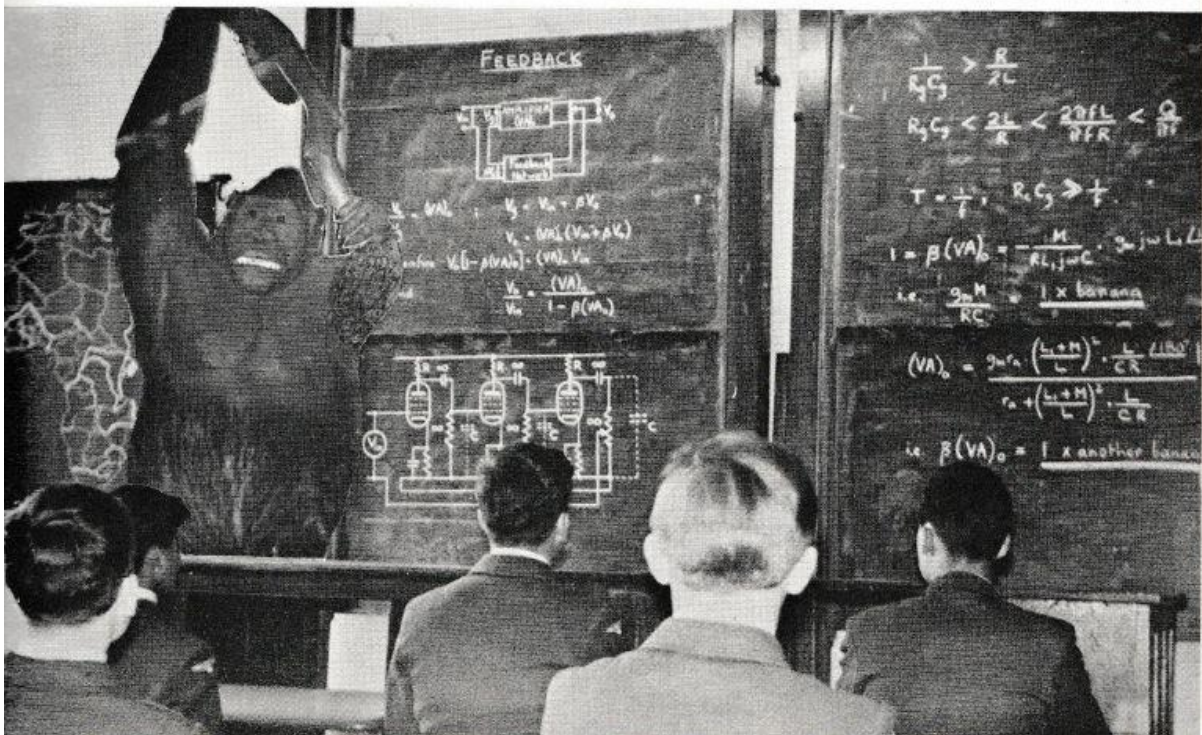
SCHOOL NOTES

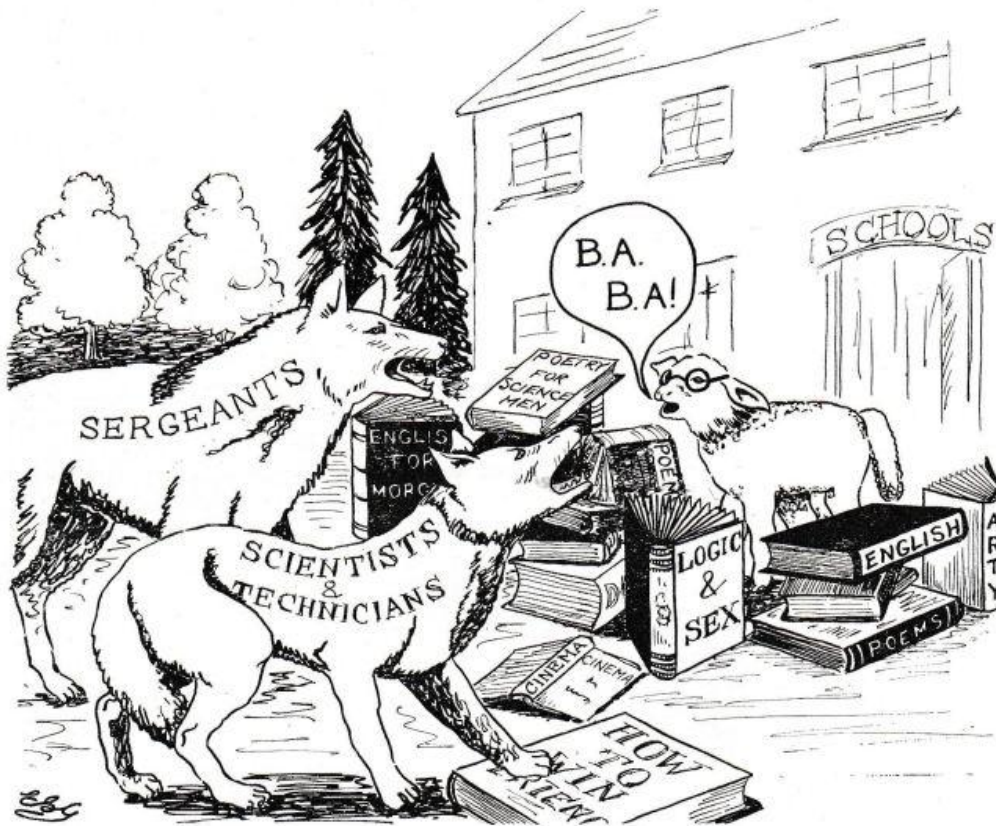
What baffles most of us is the workings of the M.P.B.W. mind. Quiet reigns triumphant during leave. The building echoes to the fall of every gentle leaf. But on our return, during ones first enthusiastic, well-planned, articulate lessons, pneumatic drills are turned on and great holes are dug in unyielding, reverberant stone floors. No one loves an Educator, truly.

While the P.E.D.O. continued the fourth volume of his memoirs—'Hard Terms' Gollancz 63/-—and Mrs. Bishop produced a set of registers made from the skin which she had sloughed earlier in the year.—Wg.Cdr. Williams left to learn an honest trade, and Skip Skerrett, Graham Leckey and him were promoted to greater heights. (See any Anglo-Saxon dictionary).

Pete Surgison, tired of being the only Flying Officer in the building, took flight. A pretty sight he made, an athletic Mary Poppins, umbrelling towards South Cerney to join the ranks of the few. Phil Wells went to make tea for British Rail; Tony Short departed in a fine haze of oil, presumably for Beaulieu; Bill Newman-Saunders, a gentle man, was sent sheep worrying. Bill Pottle and Bernard Davis have been expelled to far flung islands, presumably as a result of biting on the rugger/soccer pitch. Opposing teams complained about having to wear garlic when playing Halton. Bernard Davis admits to being a werewolf; Bill

'All you need is an H.N.C.'





Lambe to the slaughter . . .

Pottle is more reticent about his vampiristic qualities, tho' he still manages to get around without his car!

Mr. Gandy donned his winter vest; the keys to the entire building were happily misplaced—but classes continued. Burglars came and went and odd noises came from aerodynamics. There, the dynamic duo, Bob Batman Cowland and Boy Wonder Hiscock resisted all attempts of this year's guest villain from the 'Power Game' to push the right button.

'There are twenty-five thousand books in this library', continued to make the mouths of important personages droop.

A newcomer to Schools rushed excitedly into the Common Room and shrieked that he had seen the ghost of Lord Trenchard. He was told simply: 'Bussey lives'

And while more tea was drunk, work went on. Anti-freeze poured from split hoses and winter drew on.

TECHNICAL WING NOTES

Instrument Training Flight

The Summer Term closed with the departure of the 105th Entry whose attainments were the highest ever recorded in the history of Instrument Fitter training at Halton. The Entry's achievements will long be remembered by the members of the staff who had the pleasure of enlightening them in the mysteries of the trade.

Like the song 'Ten Green Bottles', we have now reached the stage where there is only 'One to knock off the wall, viz the 106th. It would not be fair however to print the Epitaph of the Instrument Fitter Flight before we had sung the praises of the 106th, so the closing comments must be left until the Spring issue.

Electrical Training Flight

We bid a farewell to the 105th Entry with a memory of outstanding achievement in their passing out examinations. The first of our Aircraft fitters (Electrical), the 201st Entry, also achieved good results and we hope they have fulfilled the expectations of the units to which they were posted.

Following the departure of the 105th and 201st Entries, we welcome the 207th Entry with the new element of the Electrical Fitter (Ground)—nostalgic memories of the 84th Entry who were the last aircraft apprentices to be trained in that trade.

Airframe and Propulsion Squadron

The end of the Summer Term saw the passing-out of the 105th and 201st Entries Airframe and Propulsion Squadron. Indeed, after not inconsiderable worry, sweat and hard work we were able to relax, satisfied that both entries had passed out without any failures. In all the 105th set a very high standard in their endeavours whilst the 201st Entry, the first craft apprentices, made a very good showing. Special mention must be made of C.C.A. Robinson of 201st who, at no time in his

two years training, scored less than 80% in any written exam papers set him in Workshops.

Technician Squadron

The beginning of the Winter term brought the 107th Entry to another stepping stone in their training; two years completed—one to go. The end of the two years brought with it the Schools final examination and the Workshops 4th Major Progress Examination which, taken in close succession, caused the entry many a headache. Their results in the Workshops examinations were very good. Now that the 107th have completed their Schools programme, the Squadron staff are more than hopeful that the entry will give them their undivided attention.

The junior entries continue to progress, but would do well to hark to the good advice which the 107th could give them to ease their stony path.

Airfield Squadron

It is time again to put pen to paper and enjoy a moments relaxation with the satisfying thought that the 105th and 201st Entries, well trained in aircraft servicing and technicalities, have passed on their way from instructive to constructive labours.

Three Canberra B'2s have been flown in to replace the gently ageing Javelins Mk.7. They were quickly seized by the Servicing Flight and brought up to ground training standard!

All in all this was an interesting term without perhaps many highlighting incidents except, of course, the honourable illustrated mention in the Air Force News of the Squadron's aircraft and activities. Instructors and Apprentices worked well together and the final results warrant great hope by those 'chiefies' who eagerly await the arrival of the new lads. Thus we say goodbye to the old and welcome the new, who, next term will be joined by the first of the Technician Apprentices.

The Parents' Day was held the weekend before Summer Camp, and was noticeable mainly in that the customary parade was not held, although there were demonstrations of band, judo and gymnastics on Henderson Parade Square.

A week or so before breaking up for the Summer grant the 108th, along with the 107th and 109th, moved up to the senior wing and now share a block with the 107th. Here they were received by their Flight Commander, Flt.Lt. Lawson, and Entry N.C.O., Sgt. Murphy, both of whom were new to the Entry and to R.A.F. Halton.

At this time, promotions came through, Payne and Wyer being made up to Corporal and Suckling and Wixon being made up to L.T.A.

The 108th continued to feature in Halton sporting activities, having representatives in School and Station rugby, football and cricket teams. T.A. Chamberlain was presented a silver cake stand from O.C. 3(A) Wing for breaking the R.A.F. Junior Record for the 1 mile Track Walking event in the R.A.F. Junior Athletics Championships. C.T.A. Wyer successfully represented Technical Training Command in the Inter-Command Sailing Championships. T.A. Chamberlain has received his Silver Award for the Duke of Edinburgh Award Scheme.

109th Entry

After a late-night farewell to 3 Wing, the 109th ascended to 1 Wing just before Summer leave and soon settled down to proving just how good technician apprentices can be.

By mid-October the entry had completed the O.N.C. 1 examination and the first general service knowledge test. This combined hurdle was successfully leaped by almost every one of our 53 aircraft—and 6 dental technicians, and its reward—the first pay rise—is eagerly awaited, even though it will put us into the tax paying class.

Since joining 1 Wing, the 109th has made a considerable impact on the School and station teams. Here are some of its sporting activities: T.A.s Palmer, Gardner and Harris—School hockey; L.T.A. Wright—School and station soccer; L.T.A. Weindling—R.A.F.

Junior rugby and 1st XV captain; T.A.s Fitzsimons, Abbot and Houghton—School rugby; T.A. Dixon—School cross country; T.A. Green—School and station badminton and tennis; T.A. Simpson—School basketball; T.A. Noble—School table tennis.

Judo is also keenly supported: T.A.s Hastie, Hockley and MacIver own the white belt, T.A. Stacey the yellow and L.T.A. Taylor the blue. Taylor hopes to gain his brown belt in December and soon after that his black.

The other noteworthy active members of the entry are its gliders, Ten Tors walkers and the 109th Entry core of the Halton Society's Printing, Aircraft Recognition and Astronomy clubs.

Since the entry came to 1 Wing its spirit has known no bounds, and the approach of Christmas promises a festive climax. The entry's Christmas card has captured the mood nicely. During the past year, 109th Entry has built up an impressive record. Its motto, being translated, means 'We can do it better.' We can and will in the next two years.

202nd Entry

The Entry started the summer term in good spirit partly due to the 'holiday' in Wales which had been 'promised', the fore-runner of which was a pleasant weekend practice on the Airfield. The summer 'holiday' proved to be somewhat more arduous than anticipated but, with the exception of one broken leg, all went well and the experience gained was valuable, especially Flt.Lt. Carter's aerobic demonstration from a rope bridge, with assisted 'Take Off'.

As is usual in the penultimate term the Entry inherited the ceremonial commitment which proved to be a full one, mounting five guards of honour and two route lining parades. They had the great satisfaction of being highly commended for drill and turnout on all five guards. In addition the entry contributed to the very successful Parents' Day and Pass-Out Parade of the 105, 201 and 305 Entries. In the Band Competition C.A. Pewter, now L.C.A., won the Drum Major Section.

A considerable number of promotions were made the most popular of which was C.C.A. McKee to S.C.A. Other events of importance were the award of Queen's Scout Medals to

The Parents' Day was held the weekend before Summer Camp, and was noticeable mainly in that the customary parade was not held, although there were demonstrations of band, judo and gymnastics on Henderson Parade Square.

A week or so before breaking up for the Summer grant the 108th, along with the 107th and 109th, moved up to the senior wing and now share a block with the 107th. Here they were received by their Flight Commander, Flt.Lt. Lawson, and Entry N.C.O., Sgt. Murphy, both of whom were new to the Entry and to R.A.F. Halton.

At this time, promotions came through, Payne and Wyer being made up to Corporal and Suckling and Wixon being made up to L.T.A.

The 108th continued to feature in Halton sporting activities, having representatives in School and Station rugby, football and cricket teams. T.A. Chamberlain was presented a silver cake stand from O.C. 3(A) Wing for breaking the R.A.F. Junior Record for the 1 mile Track Walking event in the R.A.F. Junior Athletics Championships. C.T.A. Wyer successfully represented Technical Training Command in the Inter-Command Sailing Championships. T.A. Chamberlain has received his Silver Award for the Duke of Edinburgh Award Scheme.

109th Entry

After a late-night farewell to 3 Wing, the 109th ascended to 1 Wing just before Summer leave and soon settled down to proving just how good technician apprentices can be.

By mid-October the entry had completed the O.N.C. 1 examination and the first general service knowledge test. This combined hurdle was successfully leaped by almost every one of our 53 aircraft—and 6 dental technicians, and its reward—the first pay rise—is eagerly awaited, even though it will put us into the tax paying class.

Since joining 1 Wing, the 109th has made a considerable impact on the School and station teams. Here are some of its sporting activities: T.A.s Palmer, Gardner and Harris—School hockey; L.T.A. Wright—School and station soccer; L.T.A. Weindling—R.A.F.

Junior rugby and 1st XV captain; T.A.s Fitzsimons, Abbot and Houghton—School rugby; T.A. Dixon—School cross country; T.A. Green—School and station badminton and tennis; T.A. Simpson—School basketball; T.A. Noble—School table tennis.

Judo is also keenly supported: T.A.s Hastie, Hockley and MacIver own the white belt, T.A. Stacey the yellow and L.T.A. Taylor the blue. Taylor hopes to gain his brown belt in December and soon after that his black.

The other noteworthy active members of the entry are its gliders, Ten Tors walkers and the 109th Entry core of the Halton Society's Printing, Aircraft Recognition and Astronomy clubs.

Since the entry came to 1 Wing its spirit has known no bounds, and the approach of Christmas promises a festive climax. The entry's Christmas card has captured the mood nicely. During the past year, 109th Entry has built up an impressive record. Its motto, being translated, means 'We can do it better.' We can and will in the next two years.

202nd Entry

The Entry started the summer term in good spirit partly due to the 'holiday' in Wales which had been 'promised', the forerunner of which was a pleasant weekend practice on the Airfield. The summer 'holiday' proved to be somewhat more arduous than anticipated but, with the exception of one broken leg, all went well and the experience gained was valuable, especially Flt.Lt. Carter's aerobatic demonstration from a rope bridge, with assisted 'Take Off'.

As is usual in the penultimate term the Entry inherited the ceremonial commitment which proved to be a full one, mounting five guards of honour and two route lining parades. They had the great satisfaction of being highly commended for drill and turnout on all five guards. In addition the entry contributed to the very successful Parents' Day and Pass-Out Parade of the 105, 201 and 305 Entries. In the Band Competition C.A. Pewter, now L.C.A., won the Drum Major Section.

A considerable number of promotions were made the most popular of which was C.C.A. McKee to S.C.A. Other events of importance were the award of Queen's Scout Medals to

C.C.A. Ling, L.C.A. Meehan and C.A. Morgan and an unexpected high entry performance in the third progress test.

The Entry has contributed to all sports at School level and some at Station level; those worthy of mention are L.C.A. Campbell—Station Golf, L.C.A. Ferguson—Athletics, C.C.A. Elliot—Hammer and Shot, and C.A.s Isaac, Lacey, Edwards, Barrett and Burke for Gliding.

Once again the entry have endured almost a complete change of staff. In spite of this the Entry is progressing towards the final stages of training and will, we hope, fulfil their promise to better the standards set by their predecessors.

203rd Entry

At the end of the summer term the 203rd Entry took over the accommodation (and the Entry Commander) vacated by the 201st. They became the lonely 203 living in splendid isolation on the north-west side of Henderson Groves square with a closed N.A.A.F.I. on one side and a closed mess on the other. The meeting with the new entry commander Flt.Lt. (The Terror) Gilroy proved to be fairly painless on both sides. Flt.Lt. Gilroy is now the

fourth entry commander to rule the 203, Flt.Lt. Hounsell having been posted to Odiham on promotion to Squadron Leader. A further posting early in the autumn term deprived the entry of the good services of F.S. Whiskie who returned to Bomber Command at Scampton, after spending 14 months with the entry.

The achievements of the entry have been many and varied during the autumn term. Easily the most impressive was the raising of the magnificent sum of £1900 for the Royal Air Force Benevolent Fund by the sale of souvenir books during the Battle of Britain Open Day at R.A.F. Biggin Hill. Congratulations in particular to C.A.s Pink and Griffiths who raised £112 of the total sum.

In the field of sport the following apprentices have reached junior R.A.F. representative standard: C.C.A. Missen—Cross-Country; C.A. Broadley—Swimming and C.A.A. Nutt—Boxing. Fencing medals have been won by C.A. Bowyer and C.A. Simpson and no less than twelve other apprentices have represented the Station or School at sport.

With the coming of Christmas the entry look forward to their final term at Halton during which they will no doubt add further to their achievements.

No. 3(A) WING NOTES

Wing Bands

The Pipe Band lost the stalwarts of 107, 108 and 109 Entries at the beginning of term, leaving the Pipe section very weak in numbers and playing ability. *But with hard work from the members of 205, 206, 110 and recently 207 Entries, it has steadily improved and we hope this determination will show good results in the forthcoming Bands Contest.* The Drum section is up to a good standard and is well represented from all entries on the Wings. The present Corp of Trumpets have worked hard and are now at a high state of efficiency and should do well at the Band contest.

The Wing Brass band has been formed and W.O. Jamieson takes practice in 3(A) Wing Band room every Tuesday evening. The Band, augmented by members of No. 1 Wing are

playing regularly on Working Parades and are a definite asset to the Wing.

After our setback at the beginning of term, the determination and endeavour of all members is now showing a dividend and, given a little more time, the Wing will have Bands to be proud of.

205th Entry

In May, after only four months in the R.A.F. the entry provided two flights for route lining duties in London for the State Visit of the President of Austria and later for King Hussein of Jordan. The flights were also called on to perform on Parents' Day.

On the sports field the entry has done

particularly well, many taking part in the 'Cock of the Walk' competition which No. 1 Squadron won. L.C.A.s Adams and North have regularly represented the school at shooting; Adams gaining his School Colours at the all-apprentice shoot at Bisley. Two other members of the entry have won R.A.F. Junior Colours, C.A. Swift who lived up to his name on the track, and Morris who became R.A.F. Junior Champion pole-vaulter during the term. Credit must also go to C.A.s Ayres and Graham who swam in the Inter Services Junior Competition, and to C.A. Platt who has regularly taken part in Station Gymnastic Displays.

On the Rugger pitch, C.A. Lister became captain of the Colts XV whilst C.A.s Ayres, Grater, McDonald, Thomas P. A. and Wood have played for either the Colts or the 1st XV. The entry are strong too at Soccer, C.A. Cuthbertson and Wilson M. J. are regular players for, respectively, the 1st and 2nd XIs, the other notables being Blakey, Guyatt, Brawn, Hunt, Morris, Tucker and Wrighton all of whom play for the Minors.

206th Entry

The Entry has settled in very well since arrival at R.A.F. Halton in April. A committee was formed soon after our arrival, to take care of the various schemes put forward by the Entry. As a result, we have recently bought ourselves a Radiogram and hired a Television. A Christmas party has been organised for a local Orphanage and numerous other schemes are under consideration.

A great deal of interest has been aroused over the 'Trenchard Memorial Award Scheme', and at least two plans for expedition and initiative training are being organised within the Entry.

The Entry have scored a number of successes in the sporting field, notably Barker, who received R.A.F. Colours for Athletics, and Holmes who received R.A.F. and School Colours for Boxing. Ijewsky represented his Squadron and Station in Cross-Country and Tetrathlon. Adams, Barker, Griffiths, Hughes have taken part in Inter-Station Rugby, and the members of the 'Kart' Club have organised a team for our Entry and have their own 'Karts' with which to compete.

We have a large supply of musical talent within our midst, and as a result, have our own Pipe Band and Corps of Trumpeters, with a Brass Band coming on well, with four qualified players: Lord, Tan, Stubbley, and Drum Major 2nd Class, Norman. Still within the musical sphere, two Guitar groups are practising hard to take part in the Wing Christmas concert.

207th Entry

The 207th Entry of Craft Apprentices arrived at Halton on the 5th September. However nine of the original strength of 103, decided to stay for only one night's bed and breakfast, so it was 94 boys who started the usual torture of the AB weeks. Happily, all the entry survived and the staff have also now recovered.

The 207th have firmly established themselves in No. 3(A) Wing and already are beginning to come to the fore on the sports field. C.A.s Dyer, Tipler and Ryder are regular members of the School Rugby Football team, and in Cross Country running, C.A.s Daniels, Bow, Place, Litrizza, Stevenson, Naylor and Hancock, have all represented the School. And last but by no means least, C.A. Vallance (207's answer to Gordon Banks) has represented the Station Second XI at Association Football.

All regions of the British Isles are well represented in the 207th Entry, and C.A. Sinclair, from the Shetland Isles, is rumoured to have come part of the way to Halton on a pony. In addition we have three Zambian Air Force apprentices amongst our number.

All in all, 207 Entry has made a good start, and it is certain they will be worthy of their place in 3(A) Wing.

No. 2 Squadron Administrative Apprentices

August saw the passing of the 304th Entry of Medical Apprentices as usual doing credit to 3(A) Wing by equalling the standard of arms drill and appearance set by the more experienced entries which passed out with them. The 307th Entry arrived in September and was 18 strong on Induction. One has bought himself out since much to the chagrin of Sgt. Farrell whose entry is now marred by

a blank file. The 305th Entry, 'rooks' no longer, are looking forward to a fortnight's detachment on various operational stations' sick quarters. On return they will be studying hard for their final trade exams and also doing 'pass-out' parade rehearsals. The 306th Entry have settled down well. They have just

had 'School Inters' and we are glad to say they have all passed.

The combined Medical entries are known as 'A' Flight, 2 Squadron and are doing well in sport. They can produce a good soccer team and it is felt that they can hold their own against any challengers.

DICKSONS LUXURY TRAVEL

Contractors to R.A.F. Halton

SPECIALISTS IN CONTINENTAL TOURS

STATION ROAD, STOKE MANDEVILLE, BUCKS

TRAVEL BY ROAD IN COMFORT

LUXURY COACHES FOR EVERY OCCASION

Telephone: STOKE MANDEVILLE 3261

crystal clear
TANKARD
 the most refreshing
 beer of all

BREWED BY WHITBREAD

