

The Haltonian Magazine

84 Edition

Autumn 1959

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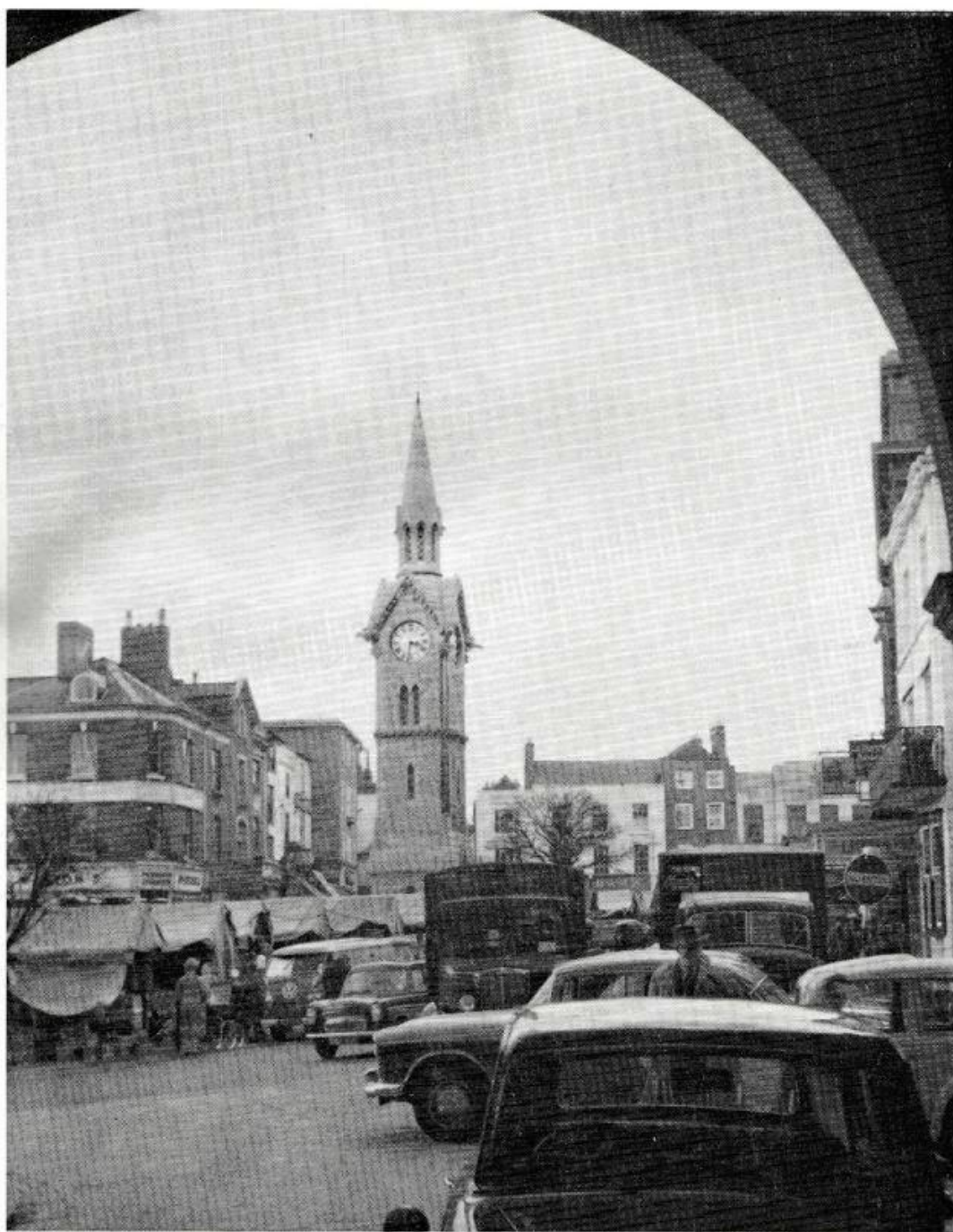
EDITORIAL

Everything seems to add up to the fact that Halton is on the map. From far and wide come the tales of nostalgia. In the Lockheed Aircraft Company, California, United States of America, four ex-apprentices languish in opulence, not unmindful of their derring-do on Chestnut Parallel. Another subscriber to the magazine, a retired Squadron Leader of the Royal Air Force, now in New Zealand, writes:—

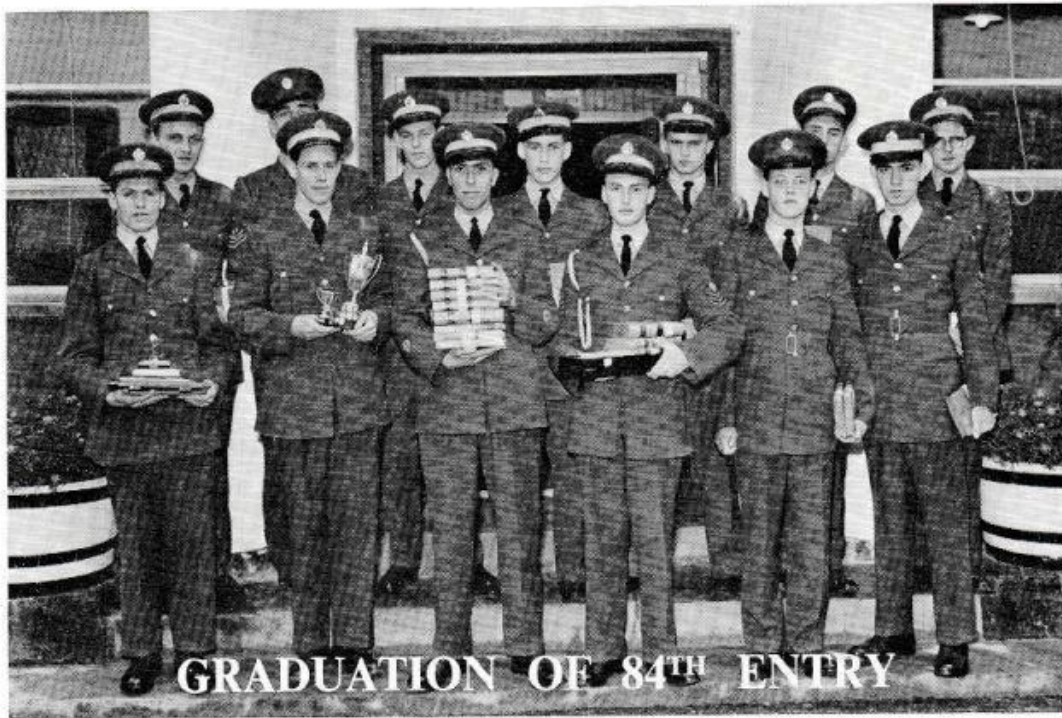
"I have now put aeronautics for ever behind me; but not my Halton training." And this scion of the Third Entry continues, "Is there to be a demi-centenary gathering of the Halton class in 1971? It will probably be the first and last occasion when all entries can be represented—and what an occasion!"

However, not only are ex-apprentices themselves wistful, and appreciative of the Halton training, but if the Sunday Times is any criterion the Halton apprentice is become an institution and a symbol of reliable individualism.

Those of you who are now with us may smile in sceptical rejection of these comments, feeling that you are still what you were, oblivious of the change, unmindful of the stiffening, gay lads not yet called to responsibility and initiative. I would remind you that the seed knows nothing of the plant it is to become. I would remind you that, at Halton, the husbandry is thorough, and the product sound, that you are all to be part of that product, and that you have had good fortune in being given such an opportunity.



THE MARKET PLACE, AYLESBURY



The Graduation Parade of the 84th Entry of Aircraft Apprentices at Halton took place on the Henderson and Groves Parade Ground on 29th July, 1959. The Reviewing Officer was Air Marshal Sir Edmund C. Hudleston, K.C.B., C.B.E., Vice-Chief of the Air Staff. He was accompanied by Air Marshal Sir Arthur McDonald, K.C.B., A.F.C., Air Officer Commanding-in-Chief Technical Training Command, Air Vice-Marshal J. Marson, C.B., C.B.E., Air Officer Commanding No. 24 Group, Air Commodore T. N. Coslett, O.B.E., Commandant of No. 1 School of Technical Training, Group Captain S. G. Taylor, Senior Training Officer, Group Captain E. A. Stockwell, Principal Education Officer, and Wing Commander A. A. Pedder, Officer Commanding No. 1 Apprentice Wing.

The Parade was under the command of Warrant Officer Apprentice J. Gilbert, of the 84th Entry. The following N.C.O. Apprentices were subordinate commanders:—

Parade Adjutant S/A/A J. E. Braybrook
Parade Warrant Officer S/A/A N. Leach

Colour Bearer	S/A/A D. Sidley
Colour Warrant Officer	S/A/A D. Billings
Colour Escort	S/A/A P. Wildish
	S/A/A L. A. Begg
Colour Orderly	C/A/A A. Warner
Escort Squadron Commander	F.S/A/A G. Pitcher
No. 1 Flight Commander	S/A/A J. G. Smith
No. 2 Flight Commander	
	S/A/A A. P. De Legh
No. 2 Squadron Commander	
	F.S/A/A M. P. Adams
No. 1 Flight Commander	
	S/A/A C. C. Hanfrey
No. 2 Flight Commander	
	S/A/A A. MacFarlane
Standard Bearers	S/A/A W. J. Taylor
	C/A/A P. C. Symonds
Apprentice i/c Supporting Entry	
	S/A/A W. P. Scott
Drum Major Pipe Band	A/A V. Lorrinan
Drum Major Brass Band	A/A C. Kirby

The Entries on parade were the 84th and 85th.

The Commandant's Report

After the Parade the Prize-giving took place in the Burnett Gymnasium, where the Commandant delivered his report on the 84th Entry's career at Halton. He first expressed his pleasure at the presence of the Vice-Chief of the Air Staff, Air Marshal Sir Edmund Hudleston, as Reviewing Officer. Sir Edmund was commissioned from the R.A.F. College, Cranwell, in 1927. He served on operational squadrons and was a flying instructor at Cranwell when the Commandant was there as a young cadet. The Vice-Chief commanded groups in operational commands and served as Deputy Chief of Staff at the Supreme Headquarters Allied Powers in Europe. He took up his present post in 1957.

The original strength of the 84th Entry was 315, but roughly one-third had been lost by transfer to junior entries or to lower trade levels elsewhere, and by discharge. Against this loss 39 Apprentices had joined the 84th

from senior entries, so that a total of 247 Apprentices were graduating. This wastage rate was still too high, but the Commandant emphasised that steps had been taken to reduce it by raising the academic standard required for entry to Halton.

The 84th Entry was satisfactory rather than outstanding. About one-third of its members became N.C.O. Apprentices and they maintained an average standard of discipline. On the sports field, the Entry progressed steadily during their time at Halton, and their high morale was a pleasing feature.

The Entry made what seemed a good start in trade training, and the high failure rate at the end of their first year was unexpected and disappointing. They settled down after this and worked well, but their second year examinations produced another disappointing result. In their Final Trade Test, however, only six Apprentices failed, and in the Armament and Electrical Trades there were no failures. Air-



The Reviewing Officer, Air Marshal Sir Edmund C. Hudleston, K.C.B., C.B.E., accompanied by Air Commodore T. N. Coslett, O.B.E., Commandant of No. 1 School of Technical Training, inspects the ranks of the 84th Entry.

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Air Ministry Photograph

craft Apprentice Horton (Armament) obtained 91% in his practical test, one of the highest marks ever achieved at Halton. None the less, the Entry had the ability to do better in their trade training than they had done.

In educational training the Commandant felt that the picture was rather better. In their Final Examination in educational subjects the 84th Entry had attained an average mark of 59%, which equalled the highest mark since the war. No fewer than 43 Apprentices obtained a pass with credit. The Ordinary National Certificate in Mechanical or Electrical Engineering had been awarded to 74 Apprentices, and over 100 had obtained G.C.E. passes at the Ordinary Level.

The Commandant reported that he had chosen Flight Sergeant Apprentice Pitcher for a Prize Cadetship in the General Duties Branch at the Royal Air Force College, Cranwell. In addition, ten Apprentices had been recommended for commissions and had attended the Selection Board. It was anticipated that eight of these would receive commissions.

In conclusion, Air Commodore Coslett congratulated all the graduating Apprentices, and reminded them that they were expected to uphold the good name of Halton. They should remember that those who worked hard and did well came out at the top irrespective of their background and origins; they would succeed only by their own efforts. On behalf of all the staff he wished them good luck and happy and successful careers.

The Commandant then asked Air Marshal Hudleston to present the prizes.

Address by the Reviewing Officer

The Reviewing Officer first expressed his great pleasure at being present at Halton when young men were starting their full careers. Halton Apprentices everywhere were expected

to maintain the highest standard if the Royal Air Force was to remain a highly efficient and effective fighting force.

The Vice-Chief congratulated the graduating entry on their drill and turn-out on parade under difficult conditions. Even in a highly technical service drill was of the greatest importance. He had seen its value in emergency when the Germans attacked a radar station in Crete during the last war. The air-men there certainly did not expect to engage the enemy, but although heavily outnumbered they gave a very good account of themselves thanks to their service training.

As full members of the R.A.F. the graduating Apprentices were now required to assume positions of considerable responsibility to the community at large. The Air Force had been charged with the important task of the development of forces which would prevent war starting, and they had their part to play in the effective achievement of that objective.

Air Marshal Hudleston stressed the need for a sense of responsibility. For much of the time those graduating would be working on their own, without supervision, and they should set a high standard for themselves from the start. Also they should endeavour to continue their education. In particular a knowledge of ground equipment and missiles and other weapons coming along would be essential to them.

Many distinguished men had started their careers as Halton Apprentices and the Air Marshal stressed that there were even greater opportunities today than ever before. The service was a most worthwhile career, especially in an age of stirring developments and tremendous challenge.

Finally the Reviewing Officer wished the graduating Entry the best of luck in their life in the Royal Air Force and thanked all his audience for attending the graduation ceremony.

84th ENTRY CADETSHIPS

A Prize Cadetship in the General Duties Branch has been awarded to:—

F.S./A/A G. Pitcher (formerly a pupil at Lowestoft Grammar School)

Cadetships in the Technical Branch have been awarded to:—

W.O./A/A J. Gilbert (Nether Edge Grammar School)

L/A/A D. A. Fox (Pinner County Grammar School)

PRIZE WINNERS

MONSIGNOR BEAUCHAMP MEMORIAL PRIZE (FOR BEST ALL-ROUND APPRENTICE)
W.O./A/A J. GILBERT

PIONEER TROPHY (FOR THE HIGHEST MARKS IN ALL TECHNICAL TRAINING SUBJECTS)
A/A R. V. BEAVIS (King Edward VI County Grammar School, Bury St. Edmunds)

CREBBIN-ROBINSON CUP (FOR THE BEST TRADE STANDARDS PRACTICAL FITTING TEST)
A/A P. I. HORTON (NAPIAR SECONDARY SCHOOL)

ELLIOTT MEMORIAL PRIZE (PRESENTED BY THE ROYAL AERONAUTICAL SOCIETY
FOR THE HIGHEST MARKS IN ENGLISH AND GENERAL STUDIES)
F.S./A/A G. PITCHER

QUINTON MEMORIAL TROPHY (FOR BEST EX-A.T.C. CADET)
F.S./A/A G. PITCHER

AIR MINISTRY PRIZES

HIGHEST IN ORDER OF MERIT, ALL SUBJECTS
W.O./A/A J. GILBERT

HIGHEST IN ORDER OF MERIT, EDUCATIONAL SUBJECTS

FIRST PRIZE: W.O./A/A J. GILBERT

SECOND PRIZE: C/A/A M. PLIMMER

THIRD PRIZE: F.S./A/A G. PITCHER

BEST "SET TASK", GENERAL STUDIES

A/A R. W. BUTT

HIGHEST IN ORDER OF MERIT, GENERAL SERVICE EFFICIENCY

FIRST PRIZE: W.O./A/A J. GILBERT

SECOND PRIZE: F.S./A/A M. ADAMS

F.S./A/A G. PITCHER

HIGHEST AVERAGE FOR PRACTICAL FITTING OVER THREE-YEAR COURSE
S/A/A A. P. DE LEGH

BEST TRADESMEN IN TRADE STANDARD TRADE TEST

AIRFRAME FITTER 1ST	..	..	..	..	..	..	..	..	A/A H. E. GIBSON
AIRFRAME FITTER 2ND	..	..	..	..	..	..	..	..	A/A D. SHARPLES
ARMAMENT FITTER 1ST	..	..	..	..	..	..	..	..	A/A R. V. BEAVIS
ARMAMENT FITTER 2ND	..	..	..	..	..	..	..	..	F.S./A/A M. P. ADAMS
ELECTRICAL FITTER (AIR)	..	..	..	..	..	..	..	..	L/A/A B. S. BRADBURY
ELECTRICAL FITTER (GROUND)	..	..	..	..	..	..	..	..	A/A N. T. BROGDEN
ENGINE FITTER 1ST	..	..	..	..	..	..	..	..	S/A/A A. MACFARLANE
ENGINE FITTER 2ND	..	..	..	..	..	..	..	..	S/A/A A. P. DE LEGH
INSTRUMENT FITTER (NAV.)	..	..	..	..	..	..	..	..	C/A/A R. HELLENS
INSTRUMENT FITTER (GEN.)	..	..	..	..	..	..	..	..	F.S./A/A G. PITCHER

84th ENTRY SPORTS AWARDS

School Colour Awards

ATHLETICS										
A/A M. BRANNIF ..	..	..	..	..	..	..	..	..	..	1957/58
A/A B. R. HYLAND ..	..	..	..	..	..	..	..	..	..	1958
C/A/A J. MACKENZIE ..	..	..	..	..	..	..	..	..	..	1958
L/A/A G. PARKES ..	..	..	..	..	..	..	..	..	..	1958
A/A D. SHARPLES ..	..	..	..	..	..	..	..	..	..	1957/58
L/A/A B. F. TURNER ..	..	..	..	..	..	..	..	..	..	1958
A/A M. H. R. WOOLEY ..	..	..	..	..	..	..	..	..	..	1957/58
BADMINTON										
A/A W. J. RANDALL ..	..	..	..	..	..	..	..	..	..	1958/59
BASKETBALL										
L/A/A R. MARSHALL ..	..	..	..	..	..	..	..	..	..	1958/59
BOXING										
C/A/A T. BALDWIN ..	..	..	..	..	..	..	..	..	..	1957/58
A/A C. BEALE ..	..	..	..	..	..	..	..	..	..	1957/58
S/A/A N. LEACH ..	..	..	..	..	..	..	..	..	..	1957/58/59
S/A/A J. MACFARLANE ..	..	..	..	..	..	..	..	..	..	1957/58
A/A F. MUNSON ..	..	..	..	..	..	..	..	..	..	1957/58
CRICKET										
L/A/A J. GENT ..	..	..	..	..	..	..	..	..	..	1957/58
A/A P. C. A. WARBURTON ..	..	..	..	..	..	..	..	..	..	1958
CROSS-COUNTRY										
W.O./A/A J. GILBERT ..	..	..	..	..	..	..	..	..	..	1957/58
A/A J. F. HORAN ..	..	..	..	..	..	..	..	..	..	1958/59
FENCING										
C/A/A R. MARTIN ..	..	..	..	..	..	..	..	..	..	1957/58/59
HOCKEY										
C/A/A C. P. CROZIER ..	..	..	..	..	..	..	..	..	..	1957/58/59
L/A/A K. J. HARDING ..	..	..	..	..	..	..	..	..	..	1958/59
A/A J. F. HORAN ..	..	..	..	..	..	..	..	..	..	1957/58/59
L/A/A W. A. SHERMAN ..	..	..	..	..	..	..	..	..	..	1958/59
C/A/A P. C. SYMONDS ..	..	..	..	..	..	..	..	..	..	1957/58/59
A/A P. C. A. WARBURTON ..	..	..	..	..	..	..	..	..	..	1957/58/59
RUGBY										
A/A A. J. CANDISH ..	..	..	..	..	..	..	..	..	..	1957/58/59
A/A J. T. FIRTH ..	..	..	..	..	..	..	..	..	..	1957/58/59
C/A/A R. HELLENS ..	..	..	..	..	..	..	..	..	..	1958/59
SOCCER										
C/A/A C. COOKSEY ..	..	..	..	..	..	..	..	..	..	1958/59
L/A/A W. R. FREESTONE ..	..	..	..	..	..	..	..	..	..	1957/58
L/A/A K. KENNEY ..	..	..	..	..	..	..	..	..	..	1958/59
C/A/A J. MACKENZIE ..	..	..	..	..	..	..	..	..	..	1958/59
A/A E. SHIPLEY ..	..	..	..	..	..	..	..	..	..	1958/59
L/A/A B. F. TURNER ..	..	..	..	..	..	..	..	..	..	1958/59
SWIMMING										
S/A/A P. J. HARPER ..	..	..	..	..	..	..	..	..	..	1958
TENNIS										
C/A/A D. HORN ..	..	..	..	..	..	..	..	..	..	1957/58/59

84th ENTRY POSTING LIST

(In Order of Merit)

Gilbert, J.	Tech. Cadetship. Substantive Corporal. Henlow.	Hellens, R.	G.D. Branch. Direct Commission. Substantive Corporal. South Cerney.
Pitcher, G.	Prize Cadetship, General Duties Branch. Substantive Corporal. Cranwell.	Hodby, E. G.	A.A.E.E.
MacFarlane, A.	Substantive Corporal. Middleton St. George.	Harris, M. A.	G.D. Branch. Direct Commission. South Cerney.
De Legh, A. P.	Substantive Corporal. Lyneham.	Harding, K. J.	Kinloss.
Fox, D. A.	Tech Cadetship. Substantive Corporal. Henlow.	Hanfrey, C. C.	G.D. Branch. Direct Commission. Substantive Corporal. South Cerney.
Plimmer, M.	P.M.H. Not Posted.	Begg, L. A.	G.D. Branch. Direct Commission. Substantive Corporal. South Cerney.
Adams, M P.	G.D. Branch. Direct Commission. Substantive Corporal. South Cerney.	Bradbury, B. S.	A.A.E.E.
Bennett, T. R.	Substantive Corporal. 5 F.T.S. Oakington.	Beavis, R. V.	Stradishall.
		Brundle, J. H.	G.D. Branch. Direct Commission. Substantive Corporal. South Cerney.

- Bradsworth, P. J.
Symonds, P. C.
- Davis, J. G.
Vaughan, I. S.
Martin, R.
Wood, D. J.
Hunter, R. Mc. C.
Chong Tai, H. A.
Bowen, A.
Knotts, R. M. H.
- Smith, D. A.
Horne, D.
Sherman, W. A.
Scott, G.
Coombes, J. L. C.
Crozier, G. P.
- Williamson, L. D.
Collins, B.
Blunt, J. R.
Cook, P. J.
Sidley, D. G.
Gibson, H. E.
Mills, A. J.
Pleasant, D. H.
Thomas, G. A.
Price, D. R.
Leach, N.
- Fuller, C. J.
Rushen, P. J.
Marshall, R.
Menday, J. F.
Chadwick, P. J.
Turner, B. F.
Curwen, C. R.
Pike, G. W.
Braniff, A. M. P.
Priscott, P. D.
Jones, B. C.
Hakin, D. J.
Taylor, W. G.
Gent, J. F.
- Melhuish, P. M. J.
Webster, L. W.
Sharples, D.
Robson, J. R.
Winn, J. L.
Fletcher, A. G. L.
Smith, H. E.
Lattimer, T. D.
Phillips, G.
Knowlton, E. R.
Rae, H. K.
Ellis, R. J.
Jones, R.
Haylett, R. M.
Miles, A.
Williams, B. S.
Maton, P. L.
Primmer, A. J.
Jenkins, M. W.
Ferris, C. T.
Platt, J. L.
- Bowley, R. E.
Rollings, P.
Cooper, R.
Billings, D.
Schofield, K. W.
Jones, W. I.
Dawson, P. B.
Tomlinson, G.
Braybrook, J. E.
Thomson, G. A.
White, W. E.
Phoenix, D. R.
Gibson, G. W.
Roden, R. H.
Shipley, E.
Anderson, J. R. P.
Fox, D. S.
Bradford, A. G.
Mangnall, K. J.
Tranter, R. J.
- Scampton.
Substantive Corporal.
Waterbeach.
Lyneham.
71 M.U. Bicester.
2nd T.A.F.
Binbrook.
Leuchars.
Tengah F.E.A.F.
Scampton.
Substantive Corporal.
Wattisham.
Flying College, Manby.
Substantive Corporal. Duxford.
229 O.C.U. Chivenor.
Binbrook.
A.A.E.E.
Substantive Corporal.
Honington.
Binbrook.
Waterbeach.
Lyneham.
Wyton.
Cottismore.
R.A.F. College, Cranwell.
Lyneham.
Upwood.
Wyton.
Waterbeach.
Substantive Corporal.
Acklington.
Leconfield.
231 O.C.U. Bassingbourne.
Leuchars.
Stradishall.
5 F.T.S. Oakington
Wyton.
Lynham.
West Raynham.
8 F.T.S. Swinderby.
Coltishall.
Flying College, Manby.
Acklington.
A.A.E.E.
Substantive Corporal.
Duxford.
71 M.U. Bicester.
Honington.
Flying College, Manby.
232 O.C.U. Gaydon.
Coltishall.
West Malling.
Leconfield.
Flying College, Manby.
Tengah, F.E.A.F.
A.A.E.E.
Honington.
A.A.E.E.
Leconfield.
R.A.F. College, Cranwell.
West Raynham.
71 M.U. Bicester.
Upwood.
Flying College, Manby.
B.C.B.S. Lindholme.
8 F.T.S. Swinderby.
H.M. The Queen's Flight,
Benson.
Leconfield.
Stradishall.
Wattisham.
Changi F.E.A.F.
Binbrook.
229 O.C.U. Chivenor.
R.A.F. College, Cranwell.
Leconfield.
West Malling.
B.C.M.C. Hemswell.
Lyneham.
A.A.E.E.
Middleton St. George.
Eastleigh B.F.A.P.
Leconfield.
Tengah F.E.A.F.
A.A.E.E.
Coltishall.
St. Mawgan.
8 F.T.S. Swinderby.
- Glossop, P. R. G.
Pettit, L. T.
Roberts, L. M.
Titcombe, G. G.
Brogden, N. T.
Humphrey, A. J.
Brindle, W. R.
Wilson, H.
Kenny, K.
Cargill, D. D.
Ho'land, D.
Perkins, R. D. N.
Welch, A. R.
Church, M. S.
Simpson, M. S.
Monteath, G. C.
Cummings, B. E.
Johnson, D. F.
Russell, V. R.
Glasspoole, M. J.
Flynn, M. J.
Torney, A. T. E.
Painting, B.
Turner, M. J.
Firth, J. L. T.
Waterman, C. G.
Davies, D. H.
Stevens, M. J.
Baldwin, T. H.
Bidwell, P.
Gale, J. C.
Brockman, R. F.
Candish, A. J.
Creighton, M. G.
Farnes, R.
Casling, C. A.
Baillie, D. T.
Sharples, D.
Phillips, L. R.
Norman, P. A.
Gower, E. H.
Hunsley, R. E. T.
Layton, R. T.
Pollett, J. S.
Harper, P. J. R.
Gauntlett, D. A. E.
Hyland, B. R.
Bassett, G. E.
Maidment, E. E.
Naldrett, A. J.
Gray, J. M.
Wildish, P.
Horan, J. F.
Wilson, J. F.
Randall, W. J.
Gray, D. J.
Hammond, D. J.
Roach, A.
Bevan, G. E.
Woolley, M. H. B.
Simkins, P. L.
Warburton, P. C. A.
Field, D. W.
Jeffery, N. B.
Panes, A. R.
Gillett, B.
Kirby, B. E.
Coombes, M. A.
Cliffe, J. A.
Eva, L. J. C.
Green, C.
Osbon, B. T.
Wright, K. N.
Hogan, W. J.
Wilson, B. D.
Vincent, M. J.
Ridler, A. E.
Warren, J. H.
Cox, D. F.
Park, D. A.
Boland, G. P.
Prior, V. W.
Hooker, T. M. C.
Butt, R. W.
Dakers, I. M.
Newman, G. D.
Bowles, D. L.
McArthur, M. C.
- Coltishall.
Coltishall.
Wattisham.
Flying College, Manby.
West Raynham.
A.A.E.E.
Binbrook.
R.A.F. College, Cranwell.
Gibraltair.
A.A.E.E.
Wyton.
R.A.F. College, Cranwell.
Coltishall.
C.S.E. Watton.
2nd T.A.F.
R.A.F. College, Cranwell.
R.A.F. College, Cranwell.
Abingdon.
Lyneham.
Ballykelly.
2nd T.A.F.
71 M.U. Bicester.
229 O.C.U. Chivenor.
Middleton St. George.
Acklington.
Wattisham.
Finningly.
231 O.C.U. Bassingbourne
Leconfield.
Honington.
St. Mawgan.
Leuchars.
232 O.C.U. Gaydon.
1 F.T.S. Linton-on-Ouse.
2nd T.A.F.
Honington.
228 O.C.U. Leeming.
Tengah F.E.A.F.
Duxford.
Changi F.E.A.F.
Lynham.
231 O.C.U. Bassingbourne
C.S.E. Watton.
Flying College, Manby.
Tengah, F.E.A.F.
Wattisham.
Waterbeach.
5 F.T.S. Oakington.
Lindholme.
C.S.E. Watton.
Ballykelly.
Duxford.
St. Mawgan.
Binbrook.
A.A.E.E.
C.F.S. Little Rissington.
5 F.T.S. Oakington.
Finningly.
Maiba.
5 F.T.S. Oakington.
Duxford.
Coltishall.
Flying College, Manby.
Wattisham.
Stradishall.
Leuchars.
Wyton.
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Lyneham.
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1 F.T.S. Linton-on-Ouse.
Stradishall.
229 O.C. Chivenor.
8 F.T.S. Swinderby.
2nd T.A.F.
Wattisham.
Upwood.
Leuchars.

Parkes, G. C.
Smith, D. L.
Edwards, R. W.
Flinn, D. G.
Hedgcock, F. E.
Adams, D. J.
Wears, B. A.
Marshall, D. H.
Hammond, J. W.
O'Connell, T.
Sanders, G. J.
Andrew, A. J.
Smith, J. R.
Forster, I. A.
Horton, P. I.
Lee, F. J.
Ward, J. M.
Wickenden, J. F.
Clayson, R. F.
Lowe, A. B.
Little, K.
Webb, J. N. St. C.
Ladlow, A.
Ryan, J. M.
Cooksey, C.
Jones, B.
Sharp, M. W.

Changi F.E.A.F.
Wyton.
Leuchars.
B.C.M.C. Hemswell.
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Middleton St. George.
Honington.
Flying College, Manby.
Lyneham.
2nd T.A.F.
Flying College, Manby.
229 O.C.U. Chivenor.

Slater, M. D.
Singleton, B. S.
Whitehill, A. C. W.
Jaffray, L. J.
Finlay, F. A.
Underdown, L. P.
Parkinson, C.
Anderson, J. D.
Godfrey, M. J.
Frost, M. B.
Laing, J. A.
Cawthorne, D. R.
Mackenzie, J. S.
Scott, I. W.
Richardson, J.
Taylor, C. C.
White, R. W.
Rowe, K. E.
Edwards, D.
Welfare, D. E.
Roberts, J. A.
Proost, A. E.
Edmonds, P. M.
Knowles, L.
Munson, F.
Parfoot, D. J.

Lyneham.
Middleton St. George.
Waterbeach.
R.A.F. College, Cranwell.
Leconfield.
Duxford.
228 O.C.U. Leeming.
Abingdon.
Malta.
Ballykelly.
Abingdon.
R.A.F. College, Cranwell.
2nd T.A.F.
71 M.U. Bicester.
Stradishall.
Leuchars.
Binbrook.
Tengah F.E.A.F.
Lyneham.
C.S.E. Watton.
Lyneham.
232 O.C.U. Gaydon.
West Raynham.
8 F.T.S. Swinderby.
Upwood.
229 O.C.U. Chivenor.

The following ex-83rd Entry Apprentice also qualified to Junior Technician standard.

O'Shea, P J

Leuchars.

LOOKING FORWARD

by 682220 Cpl. PITCHER, G.

Many times during the last three years I wondered, among other things, just who would be writing "Looking Forward" on behalf of the 84th Entry. Now I know! it has fallen to my pleasant lot to say a few words.

I would like to take the opportunity, whilst I am writing this, to thank, most sincerely, all members of the staff of No. 3(A) Wing, the two Instrument Sections and Apprentice Schools who helped me and taught me so well. I realise now what a difficult pupil I must, at times, have been.

I think I can safely say I matured at Halton. I was the youngest in the 84th Entry in No. 3(A) Wing and the second youngest in the whole Entry, being only fifteen years and two months when we arrived on that sunny September day in 1956. I must admit, at first I had my doubts as to whether I would successfully complete my course at Halton, but I soon found, by a little extra concentration, that I could hold my own with most in the academic and technical sides. I am sure that the 1st Inter. was the turning point for me. After I had found out how well I had done, I never looked back; I knew that I could not only hold my own with others, but could better them.

I enjoyed my stay at "Sunny Halton." I am sure I went through most of the stages that a

normal apprentice goes through except for one very important thing—I never did get the so-called "second year blues." Of course success has contributed in no small part to my enjoyment of the last three years, but I sincerely believe that you will never get any more out of Halton than you put into it. If you are prepared to give of your best you cannot fail. If you are N.C.O. apprentices—co-operate and operate. Apathy just will not do! If you take the advice of my predecessor and get a laugh every day out of Halton, you are pretty well bound to enjoy your apprenticeship—but please do not get your laugh at somebody else's expense.

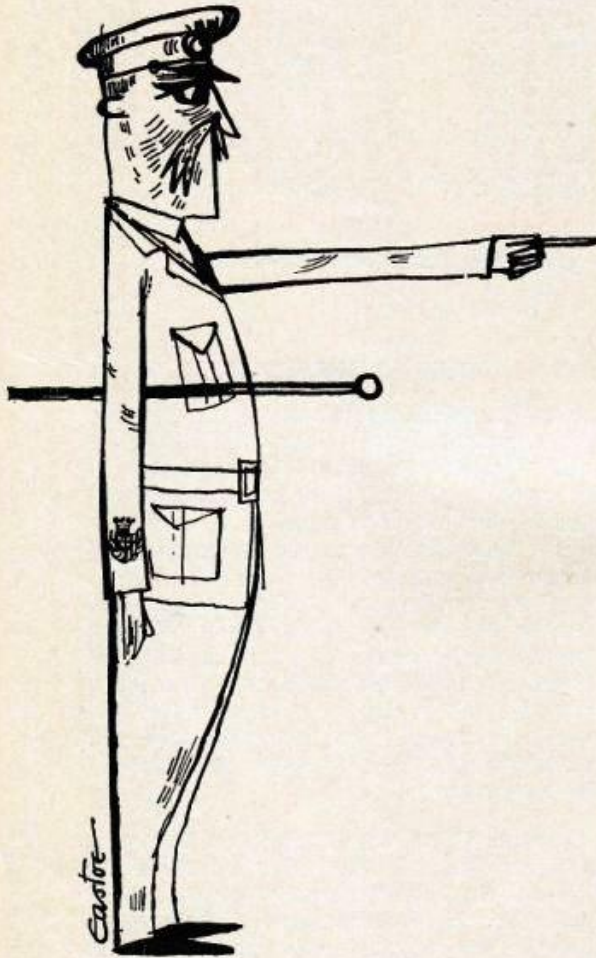
As most of you know I was fortunate enough to win the Commandant's Prize Cadetship to Cranwell. So much has already been said about the College that I don't think I will say much more on the subject, except that I am both pleased and proud to have been selected for this honour.

So far I have not done much looking forward! What kind of future **does** lie ahead of me? Who knows? As a pilot, with a permanent commission, my career should be a fascinating and exacting one. I hope, at some time or other, to fly Javelins, Lightnings and even the yet unfinished T.S.R.2.—this may all be just

a pipe dream. I know this much, whatever happens, my future will be a happy one and I shall have the benefit of a classic Royal Air Force Education—a Halton grounding and a Cranwell finishing.

Finally, I would like to say good luck to you all, and to the 93rd, whom I will never know,

best wishes for your apprenticeship. To my old friends, with whom I enjoyed so many good times, the members of the 84th Entry the world over—God speed and please sign your names clearly, I shall look for them in the F.700.



No. 1 (A) WING

The blazing summer term is now behind us, yet the sun continues to shine through the Indian summer. No doubt, within a few weeks, we will be peering through the gloomy mist of late autumn and think back to the days of summer leave with sunbaked beaches and bodies.

CURRENT EVENTS

During the leave, many apprentices of this Wing travelled abroad and applications for permission doubled compared to the previous year. It is gratifying to see this increase. This type of holiday is encouraged as it broadens the mind and brings out self-reliance. Not all those who went abroad confined their travels to the near European countries. Full advantage was taken of indulgence and family passages, so that, at one time, members of the Wing were more or less spread world-wide. One apprentice went to Australia and others as far apart as Hong Kong, Rhodesia, Nairobi, Singapore, Aden and Ceylon. Does this foreshadow the charter of aircraft as well as coaches?

Enough has been said of the holidays, and we must look to what we did last term.

In May, as the Co-ordinating Wing, we were responsible for the A.O.C.'s Inspection. This was the second time this had been carried out and those who took part are to be congratulated on its high quality.

On Graduation, we said farewell to the 84th Entry, to whom we wish all success in their futures in the Royal Air Force. From this Wing, the numbers of bouquets that were collected were not comparable to the numbers taken in the last few entries. However, our congratulations are extended to F.S./A/A Adams and S/A/A Begg on their Direct Commission Aircrew Selection and to Adams, McFarlane, Begg and Knotts on being awarded the rank of Substantive Corporal.

For the second term running we won the Barrington Kennett Trophy, but it was a very near thing, as No. 3 Wing, our nearest rival, was only three points behind. Only in athletics

did we achieve a clear victory in both the senior and junior teams. On counting up the points awarded, our senior teams drew with No. 3 Wing, but our juniors beat 3 Wing juniors by the vital three points and so gave us the trophy—well done the sportsmen, particularly the junior teams!

The term has seen a considerable number of changes in the Staff. We said farewell to Sqn. Ldr. A. K. Marshall, D.F.C., who retired from the R.A.F. and departed from where he started his Service career, namely, with the 33rd Entry, in 1936. He has now taken up employment with a well known furniture manufacturing company in High Wycombe and we wish him a prosperous future.

In his place, as O.C. No. 3 Squadron, we welcome Sqn.Ldr. F. E. Clark, who arrived at the end of last term from the desert wastes of R.A.F. Tobruk.

We also said goodbye to Sqn.Ldr. (Rev.) S. Gordon-Bennett, who took up his padre duties in Christmas Island. He had been friend and counsellor to many a distressed Apprentice and we were sorry to see him leave. Apart from his ecclesiastical and welfare duties, he will be sorely missed as the Wing Soccer and Entertainments Officer. Our Wing Skiffle Group have taken a hard knock at the loss of their guiding light. We wish him all the best in his future overseas tour and welcome Wing Commander (Rev.) T. E. Warner, from 2nd T.A.F. This is the second time Padre Warner has served at Halton, his last tour being between 1946 and 1950. On this occasion, he was Chaplain to No. 1(A) Wing and he has returned to us, in addition to being the Senior Chaplain of R.A.F. Halton. He tells us that these will be his last years with the R.A.F.

Flight Lieutenant J. Harrison-Broadley, D.F.C., has been posted for flying duties to R.A.F. Watton and it was good to see him again on Battle of Britain Day. As his replacement in No. 1 Flight, No. 3 Squadron, we welcome Flying Officer G. P. Allen, from R.A.F. St. Maughan.

Departing from the N.C.O. Staff were Sgt. A. T. Perry, who went to 2nd T.A.F., and Sgt. T. H. Webb, who went to Cyprus. Cpl. B. Atkinson, of the Orderly Room, left for the Secretarial Course at Hereford. Both Sgt. Webb

and Cpl. Atkinson will be sorely missed for their respective interests in Wing Rugby and Soccer, at which they both devoted so much time and effort.

As replacement in the Squadron and Flights for those who departed, we welcome F.S. E. A. Coe, from R.A.F. Wilmslow, Sgt. G. Elliott, from R.A.F. Uxbridge, and Sgt. J. Duffy, from R.A.F. Jurby. On the P.T. Staff, we welcome Cpl. B. Thomas, from 2nd T.A.F.

Our current events started by looking back, but now we must look forward. The winter and Christmas season will be soon upon us and big changes in Wing reorganisation are about to come into being. It is with regret that we foresee the departure of the more senior apprentices to No. 2 Wing and with them will go so many of our sporting types who are so well known to us. However, a challenge is presented and, provided our newcomers take the Wing's unofficial motto, "Work hard, play hard, and keep your nose clean", to heart, we will soon again be back on top.

1(A) WING MODEL AERO CLUB

After a period of dormancy during the winter months, the club has at last burst forth into a hive of activity.

During the summer term, we prepared for the annual inter-Wing competition. It was previously decided that this year we would give the other two clubs a chance.

Unfortunately, on the day of the competition, wind howled and the rain fell. In spite of this a few events were able to be run off. From our opponents' efforts we were able to meter our aircrafts' performances accordingly. Consequently, 3(A) Wing won both the inter-Wing Cup and the Individual Challenge Trophy.

Autumn term, in due course came and with it, the R.A.F.M.A.A. Championships. This year a select few from each club represented HALTON at the Eliminating Trials. The majority of us were successful and we formed part of the Technical Training Command Team.

Eventually the "champs" week-end came and models and owners were loaded aboard

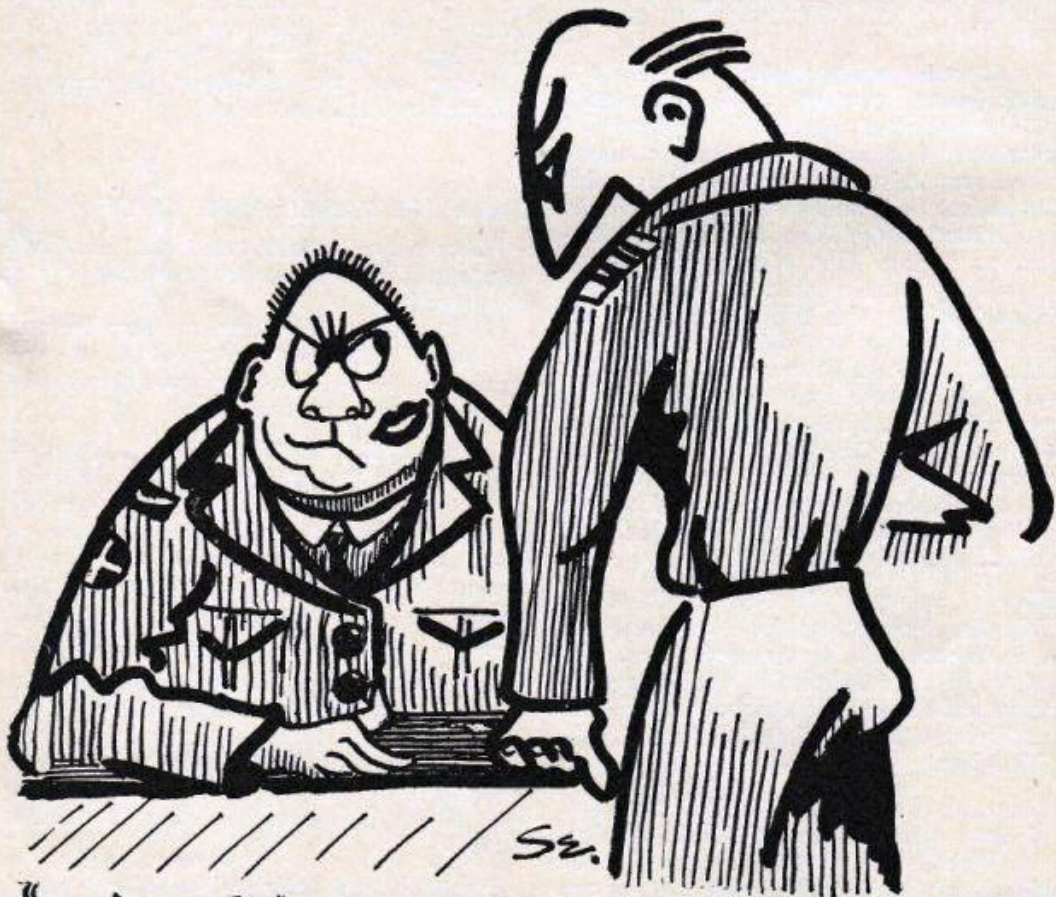
our luxurious coach. Needless to say, we all had a good time, if, perhaps, not too successful, though congratulations must be handed to F.S. Paxton, who gained a third place in the speed event. Well done, Chief!

Again we aeromodellers, being true blue-blooded sportsmen, decided that we really ought to let the Apprentice Boy Entrant Trophy go this year to some other training establishment, besides our own as in the past it has. So we allowed R.A.F. Locking apprentices to win the trophy. But next year HALTON will once again hold the award, so there is no need to worry.

Sadly to say, Flt.Lt. Henry, the club president, has been posted away from us and HALTON, a sad blow to the club. So, to him, we offer, through the medium of the HALTON MAGAZINE, our thanks for the services past rendered and our sincere best wishes for the future.

In Flt.Lt. Henry's place we welcome Flt.Lt. Parry-Jones, who will, no doubt, serve us as nobly as did his predecessor.

Also thanks must surely go to Sqn.Ldr. Newman, who has found time from his numerous activities to organise the aeromodelling competition and outings to DEB-DEN.



52.
" — AND TAKE THAT STUPID SMILE OFF YOUR FACE ! "

No. 2 (A) WING

The 1959 summer term will long be remembered as the hottest, most sunshine-filled term Halton has seen for many years. The background of clear, blue, cloudless skies set the ever-present scene for all the Wing activities and one has only to mention last term to conjure up visions of brown limbed young men in white apparel playing a never-ending game of cricket against an unchanging backcloth.

The weather brought all the sporting instincts of the Wing to fore and, although the results achieved in the B.K. did not reflect the brightness of the weather, it seemed that many more people became sporting minded and tennis courts, athletic tracks and cricket wickets were always well populated.

Life was not all play though, as the induction of the 92nd Entry, taking place on No. 2 Wing, took many of the staff away from normal duties to assist many new faces to join their respective Wings. Nor were the 84th slacking in the sun, for, in the final education examinations, an unprecedented number gained Class 'A' passes, No. 2 Wing producing 16 out of the 43 in the Entry, while F.S./A/A Gilbert became the only A/A to gain a Class 'A1' pass. F.S./A/A Gilbert continued this high standard and, being promoted W.O./A/A, passed out to a Technical Cadetship and secured the top place in the Entry award of merit in all subjects. A very fitting end to three memorable years of training: Congratulations Gilbert, Well Done!

Summer camp filled the thoughts of many during this term and, those of us who had to remain at Halton, watched with envy those who returned from Cornwall bronzed and fit and full of tales of night exercises, overcoming hazards and conquering maidenly Cornish hearts.

Permanent staff postings altered the picture considerably during the term, with Flt.Lt. Jones leaving No. 1 Squadron to take up flying at R.A.F. Leeming. New arrivals include Fg.Off. Buckland, who stayed with us only briefly and left to study Arabic at Durham University. Flt.Lt. Musgrove was also with us for a short time and has been spirited to 3(A) Wing under the new organisation.

The new organisation has been a large topic with us through the term, starting as a quiet whisper in exploratory conferences as to how the new arrangement would effect us. We can but wait and see.

The Passing-Out Parade, of course, was the term's high spot and the 84th did the spectators proud, producing a first-class display despite the sudden rain which fell at the crucial moment of the parade. Their general bearing impressed all those who watched and added to this, the usual spirited playing of the Pipe Bands made the pass-out a memorable one for the 84th.

The summer term, 1959, on No. 2(A) Wing will be remembered for its brightness of weather and the high spirit that it produced.

No. 3 (A) WING

As the evenings draw in and autumn fogs approach, we can look back on the past summer with a feeling of contentment, justified both by the weather and by the Wing's performances. Things were not all quite golden in the sun, as we were very narrowly beaten by No. 1 Wing in the B.K., who must agree that there was not much in it.

It has been our task to organise the Summer Camp, which was held at Penhale Camp, in

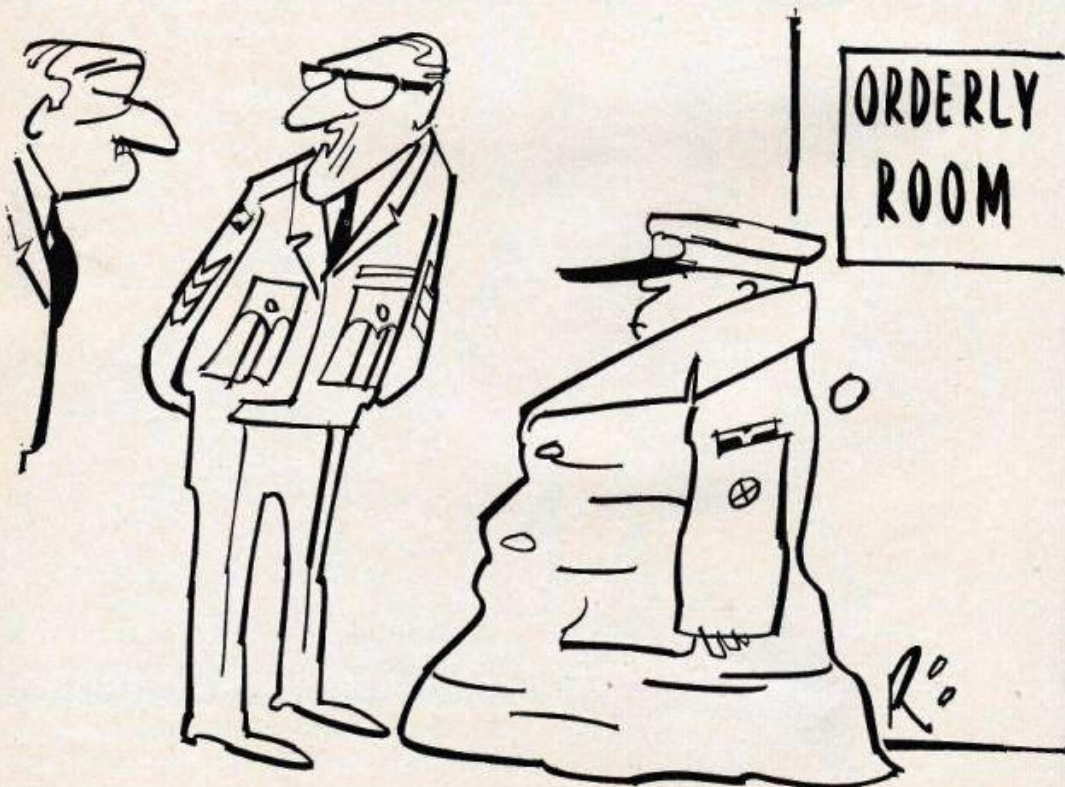
Cornwall. From all accounts, everyone enjoyed his ten days by the sea under Sqn.Ldr. Jenkins' watchful eye, especially when out of range of his loud hailer! Rumour has it that they even had a pig's head on the menu at one time; clearly, they also never had it so good. In any event, those who came back from Camp may have been tanned, but were not browned off.

Staff changes during the last term were, fortunately, few, as we seemed to have very few left at Halton to lose. Sqn.Ldr. Williams has gone to organise at Fighter Command and we welcome Sqn.Ldr. F. R. Jones from recruiting duties to take his place. Fg.Off. MacDonald has left us, much to the sorrow of the Music Circle, and in his place we have Plt. Off. Saloman, who until recently was active in the Isle of Man at the O.C.T.U.

For the future, the barometer is set steady at change. Wg.Cdr. Newman is off to Cyprus shortly, and the Wing will sadly miss his cheerful guidance which has fostered the excellent team spirit which exists. We wish him the best of luck and health in undertaking his next onerous task.

For the rest, the mellow walls of Maitland have seen many changes, but probably none

so radical as the re-organisation which is to take place at mid-term in October. No. 3(A) Wing is due to become the Junior Wing, and will have all Apprentices for their first year of training, after which they will pass on to No's 1 and 2 Wings. Although on first sight this would seem to be a retrograde step as far as No. 3 Wing is concerned, we will have the heavy responsibility of close supervision of the younger entries, and this is intended to raise the whole standard of training, both in G.S.T. and Workshops. For this task, we are due to have an increase in N.C.O. Staff, and also certain Officers will be interchanging between Wings. We earnestly hope that the Wing will be successful in its new role as it has been in the past, as the task of moulding the young is of paramount importance to the efficiency of the whole School.



"He's asking for a re-dress."

HEADQUARTERS TECHNICAL TRAINING WING

27

By the time these notes appear in print, several major changes will have taken place amongst the Technical Training Wing Senior Staff.

Wing Commander E. F. Thornicroft, A.F.C., D.F.M., will have left, to take up his new appointment at Headquarters, Bomber Command. The entire staff, Service and civilian, wish him every success in his new post. He will not only be greatly missed by Technical Training Wing—which, under his care had made great strides forward—but also by several other subsidiary organisations, ranging from the Car Racing Club (of which he was a very active officer i/c) to the supervision of other officers' batwomen! We are all sorry to see him go and sincerely hope to see him here on a visit soon.

In his place, we extend a hearty welcome to Wing Commander H. A. J. Mills, who will, no doubt, find his new duties a stimulating (?) difference from his last appointment.

Flight Lieutenant J. Beattie is, by now, firmly established in his new appointment in Germany and the Instrument Fitter Flight is now under the command of Flight Lieutenant B. J. Hammett, who, incidentally, was in the 1st Entry of Apprentices at Halton.

Flight Lieutenant Sarbutt, the Officer Commanding the Electrical Fitter Flight, has also left for an overseas appointment, and we wish him every success at Eastleigh, Kenya. Flight Lieutenant Vigar, his replacement, is, at the time of going to print, an unknown quantity to us, but he is assured of the good wishes and co-operation of all in Technical Training Wing.

We congratulate Pilot Officer A. R. Darnell upon obtaining his commission, and we welcome him to the Technical Training Wing Staff. His position in the Airframe Fitter workshop will, no doubt, be instructive and enlightening and we wish him, as we do all new arrivals, every success.

AIRCRAFT ENGINEERING SQUADRON

AIRFRAME FITTER FLIGHT

A spate of promotion fever came over the Airframe Fitter Flight during the past term and many were the candidates from the staff who made their way to Royal Air Force Weeton to attempt the testing hurdles. We are pleased to report that, in most cases, a success was recorded and we congratulate all those concerned.

Mid-term saw the departure of Flight Lieutenant Ryman to the Airfield Squadron. We were indeed sorry to lose him, but we are pleased to know that he is easily available for an occasional chat. We welcome into the fold Pilot Officer Darnell, with the hope that he will enjoy his stay in the Flight.

A cloud of sadness fell around us all when we heard of the death of Mr. Harry Lewis, after an illness of several months. He had been an instructor for about thirty years and his long experience at Halton will be sadly missed. A

tribute to him can be found in another part of the magazine.

The departures of staff to other spheres balanced the new arrivals. If these lines should fall within the vision of Sgt. Gibson, Cpl. Wood and Mr. Trowill, we send them our good wishes for their future careers. In their places have arrived Chief Technicians Mead and Shedd and Cpl. House.

Our congratulations go to L/A/A Sharley, of the 87th Entry, on receiving the Second-year Progress Award. He is the first apprentice to receive a book prize instead of the former certificate. This has been made possible by a grant from the Halton Society.

Training during the term has followed the normal pattern, except for the addition of a short machine shop phase and the introduction of fibre glass repairs in place of fabric repairs.

We were disappointed in the lowered percentage graduation mark of the 84th Entry and are hoping that the 85th Entry will restore it to its rightful place.

MR. HARRY LEWIS

It is with deep sadness that we report the death of Mr. Harry Lewis, who had been an Airframe Instructor for over thirty years.

Harry Lewis received his apprenticeship in the dockyard at Chatham and, in the First World War, saw service with the Royal Flying Corps as an officer-observer. After a number of years with the aircraft firm of Short Bros., he came to Halton in 1928 as a civilian instructor and, except for short periods at other units, he had served here since. During the Second World War he re-joined the Service in the R.A.F.V.R.

He was buried in his home town of Chatham, but, to enable his many friends at Halton and district to pay their tributes to him, a Memorial Service was held in St. Mary's Church, Wendover, on Thursday, August 6th, 1959. Padre Warner, who conducted the service, spoke of Harry's sincerity in all his undertakings.

ENGINE FITTER FLIGHT

The close of Summer Term was marked by the Graduation of the 84th Entry and, although one candidate failed, the Entry "did us proud", with two Technical Cadetships, three Direct Commissions, nine Substantive Corporals and sixteen Accelerated Promotions.

During the term many more Engine Fitters than usual sat for the City and Guilds Inter. and Final Examinations and the pass rate in both cases was just about national average. It is hoped that, with more experience in these examinations, the pass rate will improve. However, congratulations to the fourteen who obtained Finals and the thirty-one who managed Inter.

A visit was made to the Bristol Aircraft Company during the term and, if all the "grape vine" says is true, the next of these sorties is well booked in advance. During this trip we were lucky enough to look around a Transport Command Britannia, which had just finished its test flights.

Members of the Flight were in attendance during the Battle of Britain Exhibition in Whitehall and, on the whole, bore up very well under the strain, except perhaps one very reluctant S/A/A, who had the rather delicate

Harry will be much missed by the Staff, both for his technical qualities and his pleasant disposition.

SONNET TO H.D.L.

He toiled with us nigh on ten thousand days,
And so we came, within this timely span,
To comprehend the virtues of this man—
His puckish wit; the whimsy of his ways;
His scorn of sham—to these we gave our praise.
And he, with present tasks content, could scan
With readiness the ever-changing plan,
Which oftimes would, more rigid minds amaze.
Then Maytime came—for us the sun was bright,
But overhead for him a cloud was laid,
Which slowly spread and gently stole the light,
Until he slept beneath its peaceful shade.
Now in these 'Shops, to mark a life well spent,
The gap he leaves shall be his monument.

F.W.S.

job of explaining Fitting terms to a fellow countrywoman.

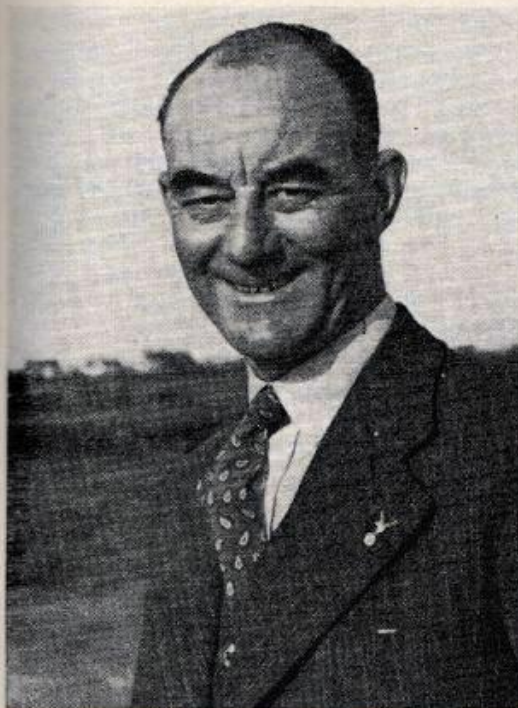
Others had a pleasant day out at the seaside at Felixstowe, showing the flag at the Battle of Britain there and, after the trip, I can state with good authority that a certain Chief Technician's car is not a taxi at all, even if Ipswich is more entertaining than Felixstowe.

The only staff changes during this term have been departures, Chf.Tech. Rose is now nursing "V" Bombers at Witton and Mr. Robson no longer holds sway in Bay 2. He had completed twenty-one years' service in various civilian capacities. Mr. Clothier departs at Christmas, after forty-two years' association with the R.N.A.S. and the R.A.F., twenty-five of these years as a civilian.

"Peace" at last reigns in the Engine Fitter Shop, and the results of our labours are a joy to behold, but we have all renewed our prayer mats just in case! and even the advent of a new heating system holds no terrors now, though why they cannot put the heating in the new floor, so doing two jobs at once, gives cause for much speculation.

"Heaven helps those who help themselves"

The 83rd and 84th did reasonably well. Will their example stimulate the 85th to break the magic 70?



Mr. J. H. Clothier.

Mr. H. J. CLOTHIER
CIVILIAN INSTRUCTOR (ENGINES)

This Civilian Instructor, who retires at the turn of the year, has, like most of his colleagues, an interesting Service record as well as a civilian one.

In 1917, Mr. Clothier joined the Royal Naval Air Service, which, with the R.F.C., was later to form the R.A.F. Some will remember that 1917 was the worst year of the 1914-18 war for the Allies, but even Mr. Clothier agrees that the improvement after he joined was no more than coincidence.

He served overseas from 1919 to 1923 with 70 Squadron in Egypt, Palestine and Trans-Jordan. In 1921 the Cairo-Baghdad air route was organised and 70 Squadron was engaged in supplying the desert cars which were setting up the intermediate posts.

During the next few years, still in the same region, 70 Squadron inaugurated mail carrying services between Cairo and Baghdad. Aircraft were not up to modern standards of reliability in those days and, partly as a result of this, Mr. Clothier got out of nine accidents in about three years. He also earned a commendation for distinguished services.

Since leaving the Service, Mr. Clothier has done very good work in a civilian capacity at Cranwell, Henlow, St. Athan, Cottesmore, Cosford, Weeton and Halton.

He leaves shortly to return to his home in that small county of Rutland and goes with our thanks for a job well done and our very best wishes for a happy retirement.

ARMAMENT SQUADRON

The one hundred percent graduation achieved by the 84th Entry of Armament Fitters during July, 1959, was indeed a creditable effort on their part. Credit and congratulations must also be given to the Instructional Staff for their efforts in analysing the progress results of each individual Apprentice and taking appropriate measures to overcome any weaknesses. This intensified effort on the part of the Instructors was well rewarded by the results obtained. It is sincerely hoped, that under this new drive by the Armament Staff for higher standards, a 100% pass-out will become the rule, rather than the exception.

Well done! 84th and, in particular, the Staff—not forgetting the inhabitants of the Airfield, whose special efforts in achieving these improved pass-outs are not always noticed.

Promotion! (a praiseworthy ambition) seems to have really smitten the Armament N.C.O. Instructors. At the time of writing, almost weekly traffic is taking place between Halton and Trades Standard Testing Section at Melksham. To date, the following Staff have been successful and are to be commended for their efforts. To Chf. Tech. Sgt. Clayton, to Snr. Techs. Cpls. Stretton and Griffiths.

That unpredictable hazard of Service life, postings, has also been busy in our midst. Farewells have been said to Cpl. Farrow, who is now on Guided Weapons duties, and to members of the civilian staff, Mr. Oates, to St. Athan, and Mr. Avis, to Melksham. We welcome new arrivals to the Staff and wish them every success during their tour of duty at No.

1 S. of T.T.

Rumour has it that, at long last, a new and more efficient heating system will soon be installed in the Old Workshops, heigh ho! for snug winters, but it is too much to hope that some form of air conditioning may also be included to help overcome those studdy summer days?

ELECTRICAL AND INSTRUMENT SQUADRON

ELECTRICAL FITTER FLIGHT

The graduation of the 84th Entry brought to a conclusion the training of Electrical Fitters—Ground apprentices. The "GROUND" and "AIR" branches became separate entities when the 59th Entry graduated in May, 1951, and, through the ensuing years, scores of "Ground types" emerged to play an important role within the Royal Air Force. The 84th Entry are to be congratulated for providing a grand finale with a 100% pass-out.

This term we have bid farewell to a number of staff, including our Flight Commander, Flt.Lt. D. W. Sarbutt, posted to Eastleigh, Kenya. In his place, we welcome Flt.Lt. P. C. Vigar, who comes to us from H.Q., No. 23 Group, Flying Training Command. Others to leave are Chf.Tech. Hider, to Uxbridge, Sgt. Knight, to Finningly, and Cpl. Cox, to Germany.

A progress and records section is now in operation, administered by Flt.Sgt. Johns and Mr. Eves. This section caters for mid-phase and end-of-phase examinations, ensuring, as far as possible, that examination standards are maintained. It is rumoured that Snr.Tech. Byron's "Wheel of Fortune", which did so well on Battle of Britain open-day, has been adapted to answer multiple choice questions and is available on hire for those sitting their next end-of-phase exam.

Progress prizes awarded for the last two terms have gone to A/A Parker, 86th Entry—slide rule and text book; A/A Picksley, 87th Entry—text book. These apprentices are to be congratulated on their efforts and we hope that their good progress will continue.

INSTRUMENT FITTER FLIGHT

Since the last issue, our Flight has come "under new management." Flt.Lt. J. Beattie has left us for R.A.F. Bruggen, Germany, where we wish him every success in his new appointment. Also, at the time of writing, W.O. Briggs is away on a "lead in" course, prior to commencing a guided weapons course and we will all miss this most pleasant and helpful warrant officer.

In their places, we have Flt.Lt. B. J. Hammett and W.O. Slack. Neither a stranger to Technical Training Control. Flt.Lt. Hammett was last here as a 1st Entry boy in 1922 and seems to think the place has changed a bit since then. W.O. Slack has previously completed a tour on the instructional staff at Halton and is well known to some of our older members. We extend a hearty welcome to both of them.

The newly formed Progress and Revision Section has got off to a good start by commandeering the instructors' common room to display their "findings" in the form of charts and graphs. F.S. Walpole and Mr. Watkin are installed in this department and from time to time emerge from their sanctum with drawn and haggard faces, muttering something about marking guide, before retiring again to pray furiously for a typist to be added to the Flight establishment.

There have been only two other recent changes in the instructional staff. Cpl. Johnson has changed with Cpl. Warton from the Airfield, this change being to the satisfaction of both instructors. Sgt. Thomas, whom we are glad to say is fit again, has been posted to

R.A.F. Leuchars. There is, by the way, no truth in the rumour that this is a compassionate posting to enable him to reduce his handicap at the Royal and Ancient, St. Andrews.

This has been a bumper summer for Sgt. Williams, who now possesses a new bubble car, a H.N.C. and a wife—all achieved within the space of six weeks. Heartiest congratulations to both Sgt. Williams and to Mr. Buchanan, who also joined the ranks of the married men during the summer leave period.

The Flight was well represented at the Air Ministry Exhibition during Battle of Britain week, when members of the 85th, 86th and 87th and instructional staff travelled to London each day to demonstrate their technical equipment and all benefitted from their experiences in the public eye.

Sgt. Batchelor reports that he has obtained an excellent crop of tomatoes from his garden

this year and, if these hot summers continue, is considering growing passion fruit. Cpl. Owen, however, seems to have lost confidence in his car. After terrorising married quarters with a series of nerve-shattering bangs one evening, all is now quiet and he can be seen most nights beneath the bonnet, shaking his head sadly.

We congratulate our 84th Entry on graduating with an average of 71.1% and particularly F.S./A/A Pitcher, S/A/A Brundle and C/A/A Hellers—all three having gained cadetships. It is now up to the 85th and following entries to see if they can better this fine achievement.

In conclusion, we take this opportunity of sending our special congratulations and hopes for a complete and speedy recovery to Jnr. Tech. Plimmer (CA/A 84th Entry) in Wroughton Hospital.

AIRFIELD TRAINING SQUADRON

Feeding Time

No longer do Apprentices have to traipse from the Airfield to the mainland and back for dinner. Delicious packed lunches are now provided at the Airfield. Each Apprentice is handed a carton and, we are reliably informed by an L/A/A who is something of a gourmet, that the contents are difficult to describe, especially on meat pie days. But the sandwiches are good. The Earl who invented them so long ago would learn much from a visit to the Airfield. And in his wandering between the hangars he would find that, sandwiches apart, things have not altered greatly since his hunting days two centuries ago. However, changes are afoot. Strange noises rumble up from beneath the Airfield surface and, on clear days, weird shapes can be seen on the Aston Clinton horizon. Of this, and other things, more anon.

Illuminations

Many an ex-apprentice, groping his way through the Service behind thick-lensed spectacles, will be delighted to hear that strip lighting has arrived at the Airfield. This has proved to be a mixed blessing, revealing much in dark corners of which we were unaware, but, at the same time, enabling Apprentices to see,

not only the components about which the instructor is talking, but also the instructor. And this, we are told, helps a lot. Another improvement destined to take place is central heating in the classrooms and O.C.'s office. The latter is now worried in case he has to surrender his hard lying allowance.

One-Armed Bandits

No. 4 Hangar—the one that isn't corrugated—has been graced by the installation of a coffee engine. For a sixpenny piece the yellow monster will disgorge, into a cardboard cup, one dollop of any of the six variations available. To the disgust of the 85th Entry, an attempt to modify the machine to also play "Pop" records has been thwarted.

Alongside this gleaming contraption, are sweet, chocolate and cigarette machines; the latter has a tendency to receive but not give, and kick marks over the entire surface mingle with tear stains on the front windows to bear mute witness to the frenzied scrabbings of near-demented Apprentices in their efforts to retrieve their lost coinage.

Tectanics

The usual Airfield noise, which, in its own right, borders on the despair level, is being

augmented by the activities of No. 5003 Airfield Construction Squadron. This rather unusual band of men will shortly start to extend the hardstandings around the hangars, and we look forward to a complete change of vista by Christmas. A queue to start a Hunter taxi service is already forming. Whilst not on the syllabus, their heavy machinery and daily round greatly interests both Staff and apprentices, giving us an insight into the workings of a branch of the Service about which we know all to little.

Movements

We welcome Flt.Lt. Ryman as our first Flight Commander. No stranger to the Airfield, he brings with him a solid background of experience from the Airframe Workshops, and the slower members of several senior entries to come will benefit greatly from his presence here.

Warrant Officer Anderson is now back with us, having rebuilt Wroughton Hospital during

his prolonged stay there. His reappearance is most welcome.

Other movements are:—

The following have been posted:

Snr.Tech. Hitchcox—Scampton; Snr.Tech. Bowyer—Calshot; Sgt. Dorrington—St. Athan; Cpl. Buckle—Boscombe Down; Cpl. Hancock—Boscombe Down; Cpl.Tech. Law—Hawkinge.

We welcome:

Snr.Tech. Andrew; Snr.Tech. McKie; Cpl. Hodgson; Cpl. Johnson; Cpl. Jackson-Smith.

84th Entry

We join the Armament Squadron in congratulating the 84th Entry on their excellent pass-out and, sticking out our necks, we prophesy similar good tidings for the 85th. We could be wrong, of course, but using our contribution to the recent improvements as a guide, we reckon it's worth taking a chance.

APPRENTICE SCHOOLS

The Summer - That - Did - Not - Want - To - Go - Away has, at last, reluctantly departed, and we await with some foreboding the meteorological revenge, the climatic nemesis which normally breeds in the area of Iceland. With the end of the Summer, a staff of eleven has left the precincts for various points of the compass. Flt.Lt. Goodwill has migrated to Malta. Fg.Off. Wood is running, but doubtless finds time for some interim study at Oxford. Fg.Off. Roberts, now Mr. Roberts, "the teach", has gone west to his native land. With them have gone, with our best wishes, Flt.Lts. Goy and Legett, Fg.Offs. Fraser and Bradford, who did excellent work with this Magazine, and Fg.Offs. Rowe, Pipe, Miller and South.

As compensatory beatitudes, we welcome Sqn.Ldrs. Rothwell and Farrow, already quite at home among the Common-room tea cups, and Flt.Lt. Williams (A.), who has arrived to further complicate nominal rolls and the quarters' list, but also to fill an education officer vacancy in the Station XV. We also greet Fg.Offs. Harding, Donaghy, Nzegwu and Cooper, and Plt.Offs. Jenkin and Duncan. This, at the moment of writing, completes the take-over bid.

The gentle purring sound which can be heard in the corridors of the ground floor of

the School Building emanates from the office of the Principal Education Officer, Group Captain Stockwell, as he gives auditory approval to the achievements of yet another Entry, the 85th. The air is, of course, thick with congratulations on their academic records; in particular, their average mark of 62% in the Final Examination is not equalled in current records. This Entry has also gained thirty-nine Ordinary National Certificates in Mechanical Engineering (nine with distinction), six Ordinary National Certificates in Electrical Engineering, and thirty-six passes in the examinations of the City and Guilds of London Institute. This uniformly high standard in education can be regarded as the best by an Entry in post-war years.

There are to be, it seems, extensive changes in the manning of the Education Branch. The end of National Service is in sight and, with it, the end of the automatic flow of Education Officers from the Universities. A more permanent structure for the branch is envisaged, with a probable leavening of civilian personnel. The National Service Officers have, however, fulfilled a need in the branch and many have performed their interim duties excellently at Halton; our thanks are due to them.