

The Haltonian Magazine

203 & 306 Edition

Summer 1967

(Scroll down)



The Ferranti attitude is clear

To meet the requirement for a stand-by artificial horizon for use in high flying, high performance aircraft, Ferranti have developed a new type of artificial horizon with virtually unlimited pitch range and providing an uncluttered display of attitude. Known as the type FH 14, it contains its own vertical gyro and features a new spherical attitude display, the first of its type developed by a British manufacturer. It provides a linear display of pitch attitude between $\pm 85^\circ$ and full freedom in roll.

The instrument, which is designed to meet full A.R.B. requirements, is fitted in a standard size 3" ARINC case.

Variations in the details of presentation, including positioning the roll pointer and roll scale at the bottom of the instrument to suit individual operators' preferences, can be supplied.

- Integral lighting
- Power requirements 115 Volts 400 c.p.s. single phase
- Weight: $5\frac{1}{2}$ lb. (2.47 kg.)
- Length: 9" (22.86 cm.)
- Static Inverters for operating from a 24 Volt D.C. supply are available.

Completely self-contained Artificial Horizon with unlimited display of attitude in pitch and roll

ALSO AVAILABLE IS THE FH15 HORIZON GYRO UNIT SIMILAR TO THE FH14 BUT WITH POTENTIOMETER OUTPUTS IN BOTH PITCH AND ROLL

FERRANTI

First into the Future

FERRANTI LIMITED, AIRCRAFT EQUIPMENT DEPT., SOUTH HILL PARK, EASTHAMPSTEAD, BRACKNELL, BERKSHIRE. Tel: Bracknell 4202

EDITORIAL

Once again the Magazine comes rolling off the printing presses into the hands of its avid readers. Despite severe economic pressures and financial stresses, the Magazine has managed to maintain its aims of portraying Halton's life and of presenting varied articles of general interest. At the beginning of each new term the Editorial staff anxiously search for ideas and, as the final date for acceptance of copy approaches, the nervous anxiety mounts as one cannot find sufficient material for the next issue. Then, quite suddenly, the matter arrives; some is typed and neatly presented; some conforms rigidly to the Service conventions of writing, and yet more arrives in manuscript. So commence the most difficult tasks of reading, deciphering illegible handwriting, correcting and sometimes rewriting the material before it is handed to the printer. However, the staff lose their haggard and tense expressions as they see yet another Magazine come into shape.

Sometimes it is necessary to discard material which has been submitted simply because there is no room in the issue. The major problem facing the Editor is how to keep the Magazine within the bounds set by the income derived from its sales and advertising revenue. At present the working margin between costs of production and income is very narrow. Consequently, contributions often must be severely edited and even refused so as to produce an issue the cost of which does not exceed the probable income.

The Editorial staff therefore apologize to those contributors whose material does not appear in this Magazine. We are particularly sorry to have to omit certain items which were submitted by several Administrative Apprentices. Whilst these Apprentices represent only a small fraction of the trainees in the School, their support for the Magazine is out of all proportion to their numbers. They show keenness and enthusiasm in writing for the Magazine and we thank them for their interest.

Frequently we are asked why we do not include amusing articles and cartoons. Such items are exceedingly difficult to find and the techniques of writing funny stories and drawing comic illustrations are mastered by very few people indeed. However, we have done our best to oblige our critics in this issue and we await their comments. It has been Editorial policy of late to include a serious technical article in each issue of the Halton Magazine. In this issue we provide a brief outline of the functions of the Engineer Branch in the Royal Air Force. We hope that both past and present Apprentices will find something interesting in this article which has been adapted from a lecture by the Director General of Engineering.

Finally, we invite further suggestions for articles and illustrations for future issues. Even now, as you commence to read this Magazine, the Editorial staff are once more searching their brains for ideas and seeking inspiration for the next issue.



PASS-OUT PARADE of the 203rd and 306th ENTRIES

The Pass-Out Parade of the 203rd Entry of Craft Apprentices and the 306th Entry of Administrative Apprentices took place at Royal Air Force Halton on Friday, the 21st April 1967.

The parade was reviewed by
Air Marshal Sir DAVID LEE, K.B.E., C.B.
Air Member for Personnel

The Reviewing Officer was accompanied by

Air Marshal Sir WILLIAM COLES,
K.B.E., C.B., D.S.O., D.F.C., A.F.C.

*Air Officer Commanding-in-Chief
Headquarters Technical Training Command*

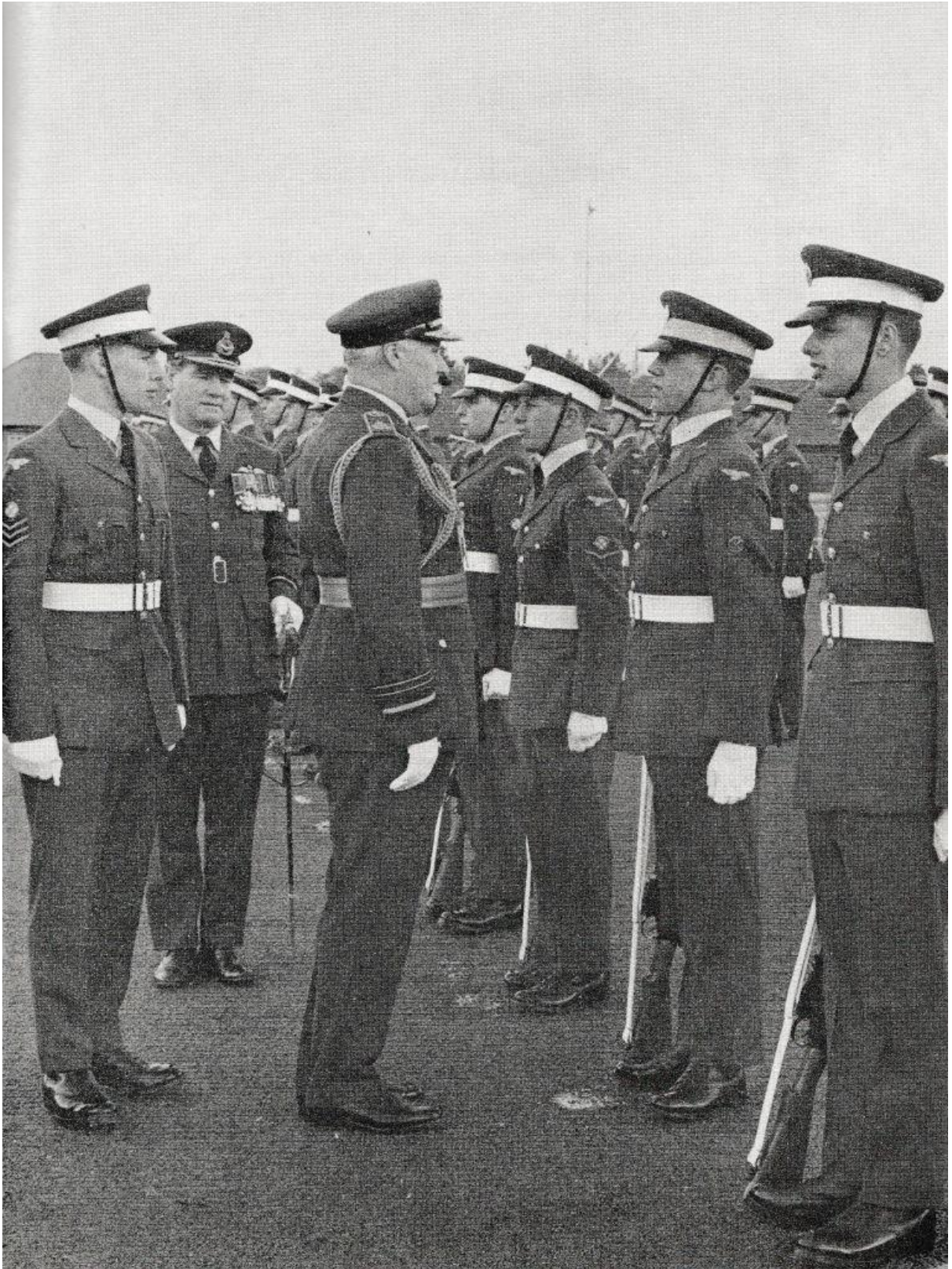
Air Vice Marshal B. ROBINSON, C.B.E.
Air Officer Commanding No. 24 Group

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 Sergeant Craft Apprentice G. Morton and the following Apprentices acted as subordinate commanders:—

<i>Parade Adjutant</i>	...	...	Cpl.C.A. D. Nutt
<i>Parade Warrant Officer</i>	...	...	Cpl.C.A. R. P. Pilbrow
<i>Colour Bearer</i>	...	...	Cpl.C.A. M. Bee
<i>Colour Warrant Officer</i>	...	...	Cpl.C.A. Y. G. Moody
<i>Colour Escort</i>	{	...	Ldg.C.A. G. D. Nott
		...	Ldg.C.A. M. A. Cox
<i>Escort Squadron</i>			
<i>No. 1 Flight Commander</i>	...	...	Cpl.C.A. C. Missen
<i>No. 2 Flight Commander</i>	...	...	Cpl.C.A. J. Wilkinson



THE COMMANDANT'S REPORT

Introduction

The Commandant, on behalf of the Commander-in-Chief, the Air Officer Commanding and No. 1 School of Technical Training, welcomed the Air Member for Personnel, Air Marshal Sir David Lee, as the Reviewing Officer. Air Commodore Deere indicated that it was an honour also to have, at the parade, Marchioness Cholmondeley who, as the sister of the late Sir Philip Sassoon, generously founded the Sir Philip Sassoon Flying Awards, whereby selected Apprentices receive an opportunity to learn to fly. The Commandant also extended a warm welcome to the parents and friends of the passing-out Entries. Indicating that the Craft Apprentices played a major role at the pass-out for the first time, the Commandant complimented them and then proceeded to give his report on the two Entries leaving Halton at the end of their training.

Report on the 306th Administrative Apprentice Entry

Air Commodore Deere explained that, as the Service requirement for Administrative Apprentices to train as Nursing Attendants is a small one, the 306th Entry contained only 13 members. Yet, despite their numbers and short duration of their course, the Administrative Apprentices' performance compared favourably with the longer term Apprentices at Halton.

The Commandant outlined the Entry's educational record. All members passed their final examination, eleven gaining exemption from the Education Test for promotion to Corporal. The final results indicated 15% 'A' passes, and 85% Class 'B' passes with an overall average mark of 61%. In addition seven Apprentices passed the 'O' Level examination of the General Certificate of Education in Human Biology. All qualified as Senior Aircraftsmen.

Achieving representation in Station and School teams at soccer and basketball, the 306th Entry was described by the Commandant as one full of spirit and one obtaining a high average, all-round performance.

Report on the 203rd Craft Apprentice Entry

Air Commodore Deere indicated that the 203rd Entry was the third in the line of Craft Apprentices. Despite early problems in trade training the Entry, by determination and extra training, eliminated many weaknesses. All 79 members qualified as Junior Technicians. In the final examination 21% Class 'A' passes were achieved with an average mark of 59%. Over three quarters of the Entry obtained full exemption from the Royal Air Force Education Test Part II, and the remainder gained partial exemption. Additionally, 40 passes were obtained in a variety of subjects at 'O' Level of the G.C.E.

The Commandant then referred to the Entry's sporting and extra-curricular activities. At sport the Entry gained 16 School colours and provided the majority of players for the Station and School First XI soccer teams. Representation was good in most other School teams. The Entry was honoured to participate in route-lining ceremonies on the occasions of the State Visits of King Hussein of Jordan, and the Presidents of Pakistan and Austria. The 203rd Entry was particularly active in welfare tasks: given the responsibility for the sale of Battle of Britain Souvenir books at Biggin Hill last September, they raised the record sum of £1,900.

Although the Entry suffered a higher recourse and wastage rate than the two previous Craft Apprentice Entries, the Apprentices passing out were well up to the standard of their predecessors. The Commandant especially congratulated Sergeant Apprentice Morton on being the first Halton Craft Apprentice to be recommended for commissioning.

Conclusion

Air Commodore Deere thanked the Apprentices of both Entries for their endeavour in making the pass-out ceremony a successful one and he wished them luck in their future careers.

Finally the Commandant introduced Air Marshal Sir David Lee, the Reviewing Officer, and invited him to present the prizes and to address the out-going Apprentices.

* * *

THE REVIEWING OFFICER'S ADDRESS

Air Marshal Sir David Lee began by explaining that, as Air Member for Personnel, he had been anxious to take a pass-out parade at Halton and that he had therefore virtually invited himself. The Halton 'brat' had always represented the highest skill and greatest efficiency amongst airmen in the Royal Air Force and we must ensure that it always remained so. Consequently it was an honour for Sir David to introduce another body of young men into the Service.

The Air Marshal congratulated the Entries on their achievements. The Royal Air Force sets high standards in both technical skill and education, and only the best can achieve the standards demanded. Sir David next praised the excellent turn-out, smartness and efficiency of the Entries on parade. He did, however, express some surprise and disappointment at not finding any cannons on the parade ground!

Air Marshal Lee reminded the Entries that they had put in a great deal of hard work and that also had the instructors on their behalf. He expressed the belief that the parents would be delighted with the results and that they had every cause for pride. Having been superbly trained for a particular task in a fine Service, the Entries must now start to put back into that Service their contribution in return for the effort put into them at Halton.

The Air Marshal then indicated that he was not going to offer the kind of advice any old Air Marshal could give because it would probably not be heeded by the Entries whose minds and thoughts were on the future. He wished to confine himself to one major point concerning the trust and confidence which the Royal Air Force has in the technical skill of its airmen. Aircrew, who fly aircraft, fire weapons or use equipment, are highly dependent on the work of the airmen. There has grown up in the Royal Air Force over the years a very great confidence and trust in that work and never, in all his years in the Service, had the Air Marshal heard of an aircrew blame an airman for failure of an engine or a piece of aircraft equipment. This spoke very highly of the relationship which had developed between those who fly and those who work on the ground, and the Entries would begin to learn the significance of it when they saw a little more of the Air Force.

Air Marshal Lee then recalled those days when aircraft were less complicated. It was customary then to take up on the first flight the airman who had done some major work on the aircraft. This practice, which was to encourage the airman to do his work properly, was suspended long ago. The types of aircraft today do not permit this to be carried on. However, it had made no difference to the standards of or to the confidence we place in the airmen. Sir David stressed that the Entries, though they might not realise it, were going to hold the lives of aircrew in their hands. Aircrew would have confidence in their skill and dedication to their job. His main point, therefore, was that the Entries must always have this responsibility in mind and set themselves the very highest possible standards. Although they might sometimes be hurried, rushed by unsympathetic N.C.O.s, or not have the correct tools for the job, they must bear in mind that the lives of people might well depend on their standards of workmanship. Only once in the last two years had the Air Marshal come across a case of action being taken against an airman for technical slacking. Sir David was sure that the passing-out Entries would help to keep it that way.

Air Marshal Sir David Lee ended by telling the Entries that they had the prospect of a fascinating career of which they should take full advantage. Expressing his knowledge that their parents, friends and relations would be wishing them good fortune as they went out into the Royal Air Force, he added his own good wishes coupled with congratulations on the splendid start the Entries had made at Halton.



PRIZEWINNERS

203rd ENTRY

Highest in Order of Merit, All Subjects

Winner: Sgt.Cft.App. G. Morton

Highest in Order of Merit, Education Subjects

Winner: Sgt.Cft.App. G. Morton

Highest in Final Trade Test

Aircraft Fitter (Airframes)	...	...	Cft.App. G. R. Hoyland
Aircraft Fitter (Propulsion)	...	...	Sgt.Cft.App. G. Morton
Aircraft Fitter (Electrical)	...	...	Cft.App. B. D. Gregory

Highest in Order of Merit, General Service Efficiency

Winner: Sgt. Cft. App. G. Morton

Highest in Workshop Proficiency

Winner: Mechanical Trades	...	...	Ldg.Cft.App. R. P. Swan
Winner: Electrical Trades	...	...	Cpl.Cft.App. D. Nutt

Highest in Liberal Studies

Winner: Cpl. Cft. App. D. Nutt

306th ENTRY

Highest in Order of Merit, All Subjects

Winner: Admin.App. S. J. Bowen

Highest in Order of Merit, General Service Efficiency

Winner: Admin.App. S. J. Bowen

Highest in Order of Merit, Educational Subjects

Winner: Admin.App. S. J. Bowen

Highest in Order of Merit in Final Trade Examination

Winner: Admin.App. A. B. Stewart



No. 1 SCHOOL OF TECHNICAL CLEANING

Recently, the City and Guilds Institute announced that it was going to award certificates in cleaning technology. Arrangements were to be made for day release for charladies to attend courses in cleaning technology which eventually would lead to the new academic qualifications. Apparently, the Institute is unaware of the courses in cleaning which have been provided by the Royal Air Force for the past fifty years. They appear never to have heard of No. 1 School of Technical Cleaning where both basic and advanced training in cleaning are given. For the benefit of all those readers not conversant with the facilities provided by the Service, *Halton Magazine* publish a brief outline of the syllabus of cleaning recently prepared by the School of Cleaning and which has been adopted by all Stations throughout the Royal Air Force.

The course, which is apparently endless, is divided into both theoretical and practical phases, although the latter constitutes about 99.9% of the course. Cleaning instruction is given by sergeant cleaners who use great skill and ingenuity in providing practical situations. There is nothing which escapes their eye and the apprentice receives practice in cleaning everything within sight. It is a remarkable experience to watch the trainees trying to remove even the dust from the air. The standards are high and no sergeant cleaner is satisfied until the floors are clean enough to be used as platters for food. To consolidate the training, the practical exercises are often repeated.

The most efficient equipment is available for instruction and practical work. There is the broom—a block of wood covered with stiff spines on one side and guiding handle on the other. The apprentice merely places this equipment on the floor and guides it briskly to and fro. The most spectacular machine is the bumper—a heavy metal device which, when covered with a special cleaning pad rather like a piece of soft blanket and when energetically moved backwards and forwards by the trainee cleaner, provides

a shiny floor surface. This surface so resembles a mirror that, to prevent embarrassment, no female visitor is allowed in the demonstration rooms.



*The Guard of Honour on parade
with the latest weapons*

The course includes a section on metal polishing with special reference to brass. Every trainee cleaner's work is inspected by the chief cleaner at least once a week to ensure that he has mastered the art of brass polishing. The practical course in metal polishing is usually held on Friday evenings but, whenever possible, sergeant cleaners provide other evenings for this training. Instruction and practice in wax polishing takes up a large portion of the time allotted to the cleaning course. Special techniques are taught which involve the use of juices and liquids obtained from certain human glands, and trainee cleaners receive endless opportunities for producing shiny surfaces on leather and linoleum materials. Considerable time is devoted to the art of covering canvas with a liquid known as blanco. When dry this cleaning fluid gives a whiter than white finish, even better than that provided by a well-known washing powder. Unfortunately, research workers have not so far produced a waterproof material and excessive moisture ruins the effect as well as the apprentices' jackets.

Once the trainee cleaner has satisfied the sergeant cleaner and has passed all the examinations from the chief cleaner, he becomes a graduate of the School of Technical Cleaning. He is then competent to clean and polish without supervision. However, to ensure that the standards set by the School are always maintained, cleaning inspectors are found on all Royal Air Force Stations who periodically check the work done by all the cleaners.



A graduate, in full academic dress, carries off his diploma and prize

The School of Technical Cleaning hopes soon to negotiate terms with the City and Guilds Institute so that graduates from the School can gain exemption from the Institute's examination. Already the School issues its own diploma and academic dress. Once this recognition is received then all graduates of No. 1 School of Technical Cleaning will qualify for membership of the Char-ladies' Union and will be eligible for any cleaning appointment listed in 'Mrs. Mopp's Book of Bull and Polishing Posts'. For further information on Service careers in cleaning and promotion prospects for polishers, you are cordially requested not to write to your nearest Royal Air Force Recruiting Centre.

TECHNICAL WING NOTES

Technical Wing comes under new management this term as we say farewell to Wg.Cdr. D. A. Flint, on his departure for Headquarters Fighter Command, and greet Wg.Cdr. R. V. Stirling, lately of R.A.F. Germany.

No. 1 TRADE TECHNOLOGY SQUADRON

The arrival of Easter brought with it the passing-out of the 203rd Entry which, despite trials and tribulations 'en-route', did well to achieve a 100% Junior Technician standard. S.C.A. Morton is heartily congratulated on being the first craft apprentice from Halton to be accepted for Commission training.

The term has seen the retirement of Ch.Tech. Flint who, with Mr. Newnham and members of the 203rd Entry, constructed two sledges for the R.A.F. Arctic Expedition; a task which will long remain a talking point at Halton. Mr. Barrett, who also retired this term, is congratulated on his award of the Imperial Service Medal, a well earned recognition of services rendered to the Royal Air Force. Congratulations go to Sqn.Ldr. H. Chant on his promotion to Wing Commander on posting to the Officer Selection Board, R.A.F. Biggin Hill. His appointment as Officer Commanding the No. 1 Trade Technology Squadron is being taken by Sqn.Ldr. C. R. Boxsey who very recently was welcomed on arrival in the now re-organised Technician Squadron.

NO. 2 TRADE TECHNOLOGY SQUADRON

Following the recent re-organisation of the Technical Training Wing, this squadron now consists of the Technician Flight and the Electrical Flight with a third flight, to be known as the Aircraft Fitter (Weapons) Flight

scheduled for September 1967.

A welcome is extended to Sqn.Ldr. E. Blott who assumes command of the squadron, to Flt.Lt. C. R. Miles the Electrical Trade Training Officer and to Ch.Tech. Foster, an instructor in the Weapons Flight.

Best wishes go to Sqn.Ldr. Sanderson on his retirement from the Royal Air Force, to Sqn.Ldr. H. Lowry on his posting to R.A.F. Cottesmore and congratulations to Flt.Lt. N. Elphick on his promotion to Sqn.Ldr. on posting to M.O.D. (Air). Sgts. Brunton, Hunter and Young, together with Mr. Turnbull, have left for pastures new and take with them the thanks of Halton for their efforts.

The old Instrument Fitter training site is gradually emerging in a new guise from its neglected shadows; weird noises occurring at irregular intervals, not always at 'break times' and the movement of metal balls and Brocks rockets herald the progress of the Weapons Flight. It is to be hoped that news of this build-up does not reach the ears of the Army Apprentices !!!

The 107th Entry, having completed the workshop syllabus are, at the time of writing, at Airfields, their place in the Workshops being taken by the 112th Entry..

AIRFIELD TRAINING SQUADRON

The Summer term has seen the advent of the first Technician Entry (107th) at the Airfield Training Squadron, not forgetting, of course, that the 204th (Craft) has also decided to take advantage of our facilities (Free coach rides to work and N.A.A.F.I. break in the delightful surroundings).

We are in the scrap business once more—the Javelins and the old Comet having done their duty are off to their happy hunting grounds. The replacement Comet 2 is now with us—Comet 716, late of Transport Command. The arrival of 716 caused the usual

consternation to the uninitiated, who were more than surprised at the disappearing act of the aircraft on landing.

The Airfield Training Squadron has made the local press once more. This time it was on the occasion of the presentation of the mobile rescue demonstration aid, constructed by Maintenance Flight, to the Chief Fire Officer of Buckinghamshire. The C.O.'s eyes are still sore from the Press Flash Bulbs.

All good things must come to an end and Ch.Tech. Naylor and Sgt. Staddon, both late of the Squadron, are now enduring the pain

of the Far East. Ch.Tech. Davies is shortly leaving us to take up a civilian post as an instructor at St. Athan—we wish him luck in his new career.

Fg.Off. B. Steer has recently arrived to take over the post of Trade Training Officer from Fg.Off. D. E. Daniels who has been very active in the Squadron, the Station and Apprentices athletic teams. He is shortly to suffer the vicissitudes of the tropics, in Palau Penang from where he will commute daily to his new appointment as Mechanical Transport Officer at Butterworth.

GREEN'S TAXI

AND

OMNI-COACH SERVICES

7, 11, & 12 SEATER COACHES
 MODERN RADIO CONTROLLED TAXIS
 LONG & SHORT JOURNEYS
 TRAINS MET BY REQUEST

4 CARRINGTON CRESCENT
 WENDOVER
 Telephone: 3595/6 and 3395
 Proprietor H. DUNCOMBE (ex. R.A.F.)

SIDNEY STEVENS

AND SON

YOUR BUTCHER for Service and Quality
 Regular Deliveries to all Parts

High Street, Wendover

Wendover 3104

Aylesbury 4978

APPRENTICE WING NOTES

No. 1(A) WING NOTES

107th Entry

The Spring term saw the instatement of the 107th Entry as the Senior Entry on camp and at last the termination of their 3-year course at Halton was in sight.

The Entry still maintain contact with St. Agatha's Home at Princes Risborough and will soon be handing the Orphanage over to another Entry to carry on after they have left.

The official insignia of the Entry has been cast away and has been substituted by a more acceptable speciality of 'BEEF'.

Six members of the Entry: S.T.A.s Duguid, Straw and Ward, C.T.A. George, T.A.s Hill and Simmonds, journeyed to the Austrian Alps among a party of 30 apprentices led by Sqn.Ldr. Jane.

The Spring term was the final term at workshops terminated by 5th progress exams. The Entry are now completing the course at airfield and are waiting for 'finals' to pass by.

The School teams have been furnished with experience and skill provided by members of the Entry.

The Entry has had five members regularly playing for Station teams at football. T.A. Moig and L.T.A. Addison regularly played for the 1st team while S.T.A. Brackley and T.A.s Moore and Malloch regularly turned out for the 2nd team. S.T.A. Ward and L.T.A. Colville regularly played for the Station 1st hockey team, and S.T.A. Ward also captained the School hockey team which defeated Locking by one goal to nil. S.T.A. Straw and T.A.s Cutts and Bookham played in the apprentice rugby first XV.

F.S.T.A. Duguid and C.T.A. George played for the apprentice and Station first teams at basketball, and both had a major part in defeating Cosford and Locking in two exciting

games. C.T.A. George captained the apprentice side during the season. T.A. Crapper was a constant performer for the apprentice table tennis team throughout the season. T.A.s Gibson and Coleman continued to provide the squash team with their efforts and were unlucky to lose against Cosford after defeating Locking. T.A. Carey won the young airman and officer's section in the Technical Training Command shooting at R.A.F. Brampton. T.A. Willetts captained the School fencing team throughout the season and came second in the Command shooting finals.

T.A. Hill was a regular member of the Station karting team and competed in many events during the past four months. The newly introduced sport of parachuting has been well supported by S.T.A. Straw and L.T.A. McFarlane who have both passed the introductory phase and are now taking part in jumps.

T.A. Simmonds is a keen supporter and member of the sub-aqua club and has taken part in expeditionary dives in quarries and other deep diving pits available.

C.T.A. Jones and S.T.A. Straw represented the School against the other R.A.F. training school at boxing.

108th Entry

The spring term, this year, was one of the hardest for the Entry. At workshops, the 4th progress examination has been taken and, with the exception of one member, passed. On the academic side of the course, the O.N.C. examination has been completed with nearly 100% success.

Unfortunately one more member of the Entry has left its ranks, and, indeed, left the R.A.F.

On the sports side, the Entry has been fairly well represented. L.T.A. Suckling and C.A. Payne have represented the Station several times in water polo matches. Suckling has also played for the R.A.F. Casual team. He was also in the Tetrathlon team which won the Championship for Technical Training Command. T.A. Dunbar played for the 7-a-side rugby team which defeated Aylesbury and district and also won the inter-Schools competition. T.A. Chamberlain has walked for the R.A.F. and has also taken part in Cross Country races for the R.A.F. and in the R.A.F. Championship.

One rather more unusual sport indulged in was ski-ing, when 8 members of the entry joined the ski-ing training visit to Austria, under the expert supervision of Sqn.Ldr. Jane.

Members of the Entry also support the aeronautical society, photographic society and, when there is a play to be presented, the Halton Players. Let us hope that the Entry continue to do as well in the future as they have done in the past.

109th Entry

The Entry was shocked when it learnt of the decision to move it from 1 Squadron to 2 Squadron, especially when the state of the new block came to light. However, with a lot of hard work and tenacity, the Entry can now boast the best block in the wing, and hopes to remain so.

So far, this year has proved an active one for the Entry. The Band competition held early in the term proved a great success, L.T.A. Gardner retained the Silver Side Drum and T.A. Palmer the Silver Drum Major.

During the Easter leave period some members of the Entry went ski-ing in Austria. Everybody had great fun on the slopes, but evening found most of us quite ready to 'recover' in the bar.

After a busy winter sports season, many of the Entry have temporarily forsaken School and Station teams to go gliding at Bicester. However, the Entry still contributed to the two squadron teams for the B.-K. competition, although athletics takes second place to both

judo and fencing for many. L.T.A. Cornes and T.A. Goord took part in the Technical Training Command fencing championships at St. Athan. Against experienced opposition, L.T.A. Cornes managed to come third in the epee, no mean achievement after only three months training. Judo also is very popular, and L.T.A.s Taylor and Stacy and T.A. Shears hope to do well in the British Schools National Judo championships at the Crystal Palace. After these championships, L.T.A. Taylor hopes to win his black belt before the summer leave.

At the beginning of May, the Queen's Scout parade was held at Windsor and two members of the entry took part in this parade which was televised by the B.B.C. The Queen's Colour was borne by L.T.A. Stacey who was followed by T.A. Malkin, a member of the escort.

The Entry continues to prove that 'we can do it better' especially at drill. Many people commented on the smartness and precision of No. 1 route lining flight which the Entry formed for King Feisal's State visit in May.

This term has been a successful one for the Magnificent 109th and success in the future is sure to follow our motto, Melin Possumas, 'we can do it better'.

110th Entry

The 110th Entry has emerged successfully and undaunted from the Junior Wing. The completion of First Year O.N.C. heralded our move to the Senior Wing. We would like to thank the staff of 3(A) Wing especially Sgt. Reid and, at the same time, welcome Fg.Off. Ferrill and Cpl. Wiseman, our new 'parentis in locum'.

Our ascent of the Henderson/Groves hill on the 22nd April was greeted by the Apprentices of 1(A) Wing with mild disinterest but we feel sure that, in future, this small entry will be small only in numbers and the unlimited talent within the entry will soon raise the entry's status.

The entry organisation has been tempered with experience in the form of 107th Entry N.C.O. Apprentices and we hope their task will be a pleasant one.

We made a further impression on the records of the Sports Department when T.A.

Voute received R.A.F. Junior colours for Basketball. He now becomes the third member of the Entry to sport R.A.F. Junior Colours.

Now firmly established in 1(A) Wing, the Entry can fully direct its efforts to the task of emerging triumphant from the Halton machine.

111th Entry

The 111th Entry has moved to senior wing. The change to No. 2 Squadron 1(A) Wing was effected shortly after the Easter leave, placing us, for a time at least, as we were before; an unproved entry in strange surroundings. We shall overcome!

King Feisal of Saudi Arabia had the honour of being 'route-lined' by the Entry. This was our first public appearance, but, needless to say, we raised rather than lowered previous standards. Simultaneously we were represented at the A.O.C.'s inspection by our Brass Band Member.

On the Sports field our record of achievements is steadily growing. Ace marksman Axford won the Young Officers' and Airmans' Championship (303 S.R.B.) in Technical Training Command. This is the first time an apprentice has won this event. He is, also, the R.A.F. Individual Junior Champion (.22). Warren, Hall and Simpson are our members of the fencing team which fought at the Cosford and St. Athan. Sheppard and Williams have played cricket for the School, drawing with the Station team and beating Cosford, Uxbridge and the Princess Mary Hospital, Williams making 64 runs against Cosford. Wright and Sheppard were members of the hockey team which won the Senior Cup against Locking. At the time of writing Quick and Singh are picking their way about Dartmoor in the 'Ten Tors' walk. They have walked 50 miles in a single night during training and all fingers will be firmly crossed for them on the actual day.

Looking into the future, (which will, of course, be history before this is published), it is understood that Munro is to represent either the Station or the School at Cosford in the 440 yards freestyle event, (swimming of course). Lawson and Hargreaves will be taking part in the Judo Display on 'Parents' Day' which promises to be a great success.

And so this is our 'statement of accounts' for the term as far as we have gone. We 33 cannot make our presence felt as often as larger entries; but when we do strike, we strike **hard**.

204th Entry

Now in our final term we had further promotions with C.C.A. Thomson becoming the Sergeant Craft Apprentice, L.C.A. Rundle becoming a Corporal and C.A. Roberts becoming a Leading Apprentice. C.A.A. Davenport became the first Craft Apprentice to earn promotion to Sergeant in the band and this was followed by the promotion of L.C.A. Reid and C.A. Riddle to adjust the establishment.

The entry missed the latest route lining as we were involved that day in producing a guard of honour for the Air Officer Commanding No. 24 Group, on his annual inspection of the station.

Although work is the order of the day we still enjoy our sport and have twenty three school colours to date, and everyone has learned to swim.

The preparation for pass-out goes apace and this is the last note we shall make in this section of the magazine; so our advice to those who follow is 'keep your head down and stay out of the way!'

205th Entry

As usual the entry maintained their high standard on the state visit of King Feisal of Saudi Arabia and are looking forward to being the Station 'Guard of Honour' squad.

Again the 205th paved the way for future entries by providing the first Craft Apprentice First Class piper C.A. Norton.

The entry, needless to say is still top at sports. Over one-third of the entry represented the School in various sports at the Inter Schools Championships. Indeed the Water Polo team were taken almost without exception from this entry. To mention a few of the other sporting achievements. C.A. Lister obtained R.A.F. Junior colours for Rugby. C.A. Goodliffe was a member of the Station 'A' team that won the R.A.F. Riding Championships at Cranwell. C.C.A. Adams

successfully represented the Station in the Command shoot and C.A. Haslam was awarded R.A.F. Junior colours for basketball. Also L.C.A. Morris represented R.A.F. Senior Athletics team in the pole vault event against Birmingham Universities and the Metropolitan police. He is also captain of the Station Athletics team.

The entry proved its worthiness recently by starting the restoration of Ivinghoe Beacon to its original state by starting to fill in the numbers carved into the chalk by previous entries, a task which is not as easy as it seems.

206th Entry

April brought the departure of the Entry from No. 3(A) Wing where much had been achieved, not least being the very high standard of turnout and drill shown at the 'Pass-on' Parade. The Entry expresses its thanks and best wishes to Sergeant Cooke on his return to civilian life and it is hoped that he will be able to see the Entry pass out in April '68.

In the field of sport the Entry continues, without fuss, to do well. L.C.A. Barker and C.A. Griffiths gained R.A.F. Junior Rugby Colours and Barker also represented the R.A.F. Senior Athletic Team on two occasions. C.A.s Martin and Wharton are well established as two of the School's Equitation Team, having competed in the T.T.C. and R.A.F. Championships. C.A. Haines is a member of the winning School's shooting team; L.C.A. Lynn and C.A. King are consistent members of the Soccer team; C.A. Taylor represented the winning Table Tennis Team. The Schools Gymnastic team is supported by six apprentices of the Entry and the sub-aqua club, currently training hard for an expedition to Sardinia, is dominated by members of the 206th. L.C.A. Holmes, C.A.s Buttle, Dalton and Tindley constitute the 206th Ten Tors Team who have already completed a 50 mile charity walk. In fact, there are few sports or hobbies at Halton where the influence of the 206th is not present.

Turning to work, the Entry is achieving satisfactory results at Schools and Workshops. The Incentive Pay Award was gained by all but a handful of apprentices from the Entry. In the 'Wings', the Entry is prepared to take

on anyone at anything—and win! Following the efforts of the two flights from the Entry at the route lining for King Feisal of Saudi Arabia, the Entry has been detailed to provide the supporting squadron at the Pass-Out Parade of the 204th Entry in August.

207th Entry

During April the 207th Entry moved to their new abode in No. 1(A) Wing, blocks 11 and 12. Previous to the move, the Entry had eight promotions to the rank of Leading Craft Apprentice; C.A.s Clough, Egge, Hempson, Naylor, Place, Priest, Reynolds and Rixon.

The Entry has been well represented in canoeing, by the crews of Petherbridge, Patteson, Bryan, Horsefield, Claydon and Baker. Two of the crews represented Halton in the Westminster—Devizes race, and placed themselves reasonably well in the finishing positions. Unfortunately the third crew was prevented from entering by Horsefield's disastrous tonsillitis. The race took place during the Easter Leave and the participants forfeited a few days of leave for training.

The Entry has also produced participants for the Ten Tors Expedition. These hardy walkers are; Tipler, Cable, Hargreaves, Veitch and Peacock. We hope that they gave a good account of themselves on the 50 mile trek across Dartmoor.

Recently, the members of the Entry have been kept busy with an end of phase mechanics final, the first progress test and the move 'up the hill' to No. 1(A) Wing. But the gallant 207th battled through.

The Cock of the Walk Competitions of No. 3(A) Wing was backed strongly by members of the 207th Entry, especially in the cross-country where No. 1 Sqn. was represented by five runners from the 207th and three from the 208th. No 1 Sqn. won, of course!

Now that the Entry has moved to the Senior Wing, we hope that they will settle down quickly, and make good progress during the remainder of their training at No. 1 S. of T.T.

* * *

No. 3(A) WING NOTES

This term has seen a complete reorganisation of the Wing. We say farewell to Wg.Cdr. Bussey and wish him every success in his new post at Binbrook. We know he hopes to qualify for a 'ten ton' tie by flying in a Lightning at 1000 m.p.h. Also recently departed from Wing H.Q. are Mrs. Huggett and Cpl. Rogers, while Sqn.Ldr. Mackintosh has left 1 Sqn. and takes up a new job in Germany. Sqn.Ldr. Jane has now moved into the Wing C.O.'s chair, and the former squadrons have disappeared, the Wing now consisting of four flights.

'A' Flight (Fg.Off. Roberts, Sgt. Reid)

The 112th Entry of Technician Apprentices arrived on 1st May, and has already established a new record: with a strength of 23, it is the smallest Technician Entry ever to commence training at Halton. As the members of the Entry progress here, it is hoped that they will set new 'highs' in all aspects of training.

A warm welcome is extended to the two R.M.A.F. apprentices, the first from their country ever to come here on the Technician course. At the time of this report the Entry has only just started Schools and Workshops training, and the next issue will contain a fuller account of its activities.

'B' Flight (Flt.Lt. Gibbs, Sgt. Maxwell, Cpl. Aitken)

The 208th Entry arrived in January 1967 and quickly settled to service life at Halton, showing their sporting prowess by beating all other entries on the Wing in a number of challenge rugby matches. Many of the Entry members now play for School teams; outstanding among them are C.A. Fletcher who plays hockey for both the School and Station first XI, and C.A. Vince, an athlete who has been selected on several occasions to sprint for the R.A.F. Athletics team.

Soon after arrival, 208 were called upon to provide two flights for Route Lining, and were commended both on their turnout and

their drill which matched the standards of senior and more experienced Entries.

The rescue of a lorry driver in danger of drowning after a crash, carried out by C.A. Stratford during the Whitsun leave, was probably the most notable event since the entry arrived; an extract from the local newspaper report said:

"A 17-year-old R.A.F. apprentice rescued a trapped Edenbridge lorry driver from the flooded cab of his 10-ton truck on Tuesday evening when the vehicle plunged into deep Four Elms pond after a collision with a family saloon at the village's cross-roads. Then he walked away without leaving his name. All five occupants of the saloon car—including a year-old baby girl—were taken to hospital. Two of them were badly injured. This is the seventh injury accident at the crossroads in the last 14 months. The apprentice was slightly built Christopher Stratford, son of village postmaster Mr. Dennis Stratford. He is on leave from R.A.F. Halton. Jumping on to the sinking cab he tore at the passenger window through which the driver, unhurt apart from minor grazes, was able to crawl to safety. 'He almost certainly saved him from drowning,' said a police spokesman."

'C' Flight (Fg.Off. Marshall, Sgt. Wallis, Cpl. Baker)

The 209th Entry, consisting of 97 Craft Apprentices, 9 Malaysian and 4 Zambian apprentices, arrived at R.A.F. Halton on 1st May 1967. After only four weeks training, the Entry made its mark on the sports fields of Halton. The following are the apprentices who have so far represented the School: at tennis, C.A.s Almond and Halton; at athletics C.A.s Shires (hammer) King (pole vault, long jump and hurdles) Esaw (mile) and Battams (mile); at hockey C.A. Shan; at cricket C.A.s Young, Bowan, Halton and Mules.

We also have five members of the Entry who hold Duke of Edinburgh's Award medals. During the Whitsun leave, C.A. Winkle assisted as an aircraft marshaller at an Air Display at R.A.F. Church Fenton. We hope after such an impressive start that the 209th will go from strength to strength, and will enter the annals of Halton as being the outstanding Craft Entry.

**'D' Flight (Flt.Lt. Quarterman, Sgt. Farrell,
Cpl. Denholm, Cpl. Hunter)**

In April, we said goodbye to 306 Entry, who had the unusual luck to be posted en bloc to R.A.F. Hospital Wroughton. Whether Wroughton consider themselves fortunate or otherwise is another matter, but as an Entry they made their presence felt at Halton and developed a strong esprit de corps.

In May, thirteen young men from all over England, Scotland and Wales arrived to be moulded into the 309th Entry. We welcome them, and hope they will enjoy their time at Halton. The 307th Entry has now become the senior Entry on 3(A) Wing, the first time a 'medic' entry has this distinction, and L.A.A. Magill is to be congratulated on his promotion.

Participation in sport has been keen, with Richens and Hilling in the School cross-country team, while more recently Rae has been selected for the School tennis team. Leslie has been outstanding at Squash, representing the Station, and playing in the R.A.F. Under 25 championships, the only representative of Technical Training Command. Chapman plays chess regularly for the Station, and Myles of 309 has already been selected for the School Swimming Team.

In other spheres of Halton life, the 'medics' are no less prominent. Yale and Lonsdale put up a tremendous performance in the Ten Tors Competition during the mid-term leave, being two out of the three Halton finishers in very unpleasant conditions. We look forward to an expert, but not too gruesome casualty demonstration on Parents' Day, and all three entries are looking forward to R. & K. camps at Llangurig this summer, the first time the Administrative Apprentices have been included.

Turning finally to the staff, Cpl. Denholm is to be congratulated on managing the R.A.F. Halton teams in the R.A.F. Equitation Championships at Cranwell, and helping to bring back the Whitbread Trophy, awarded to the winners. By the time this issue appears, we shall be saying farewell to Cpl. Hunter who leaves the service in August. We take this opportunity of thanking him for his unstinting work with 303, 306 and 309, and on the Flight generally, and of wishing him and his family success and happiness in Australia.

**APPOINTED
TAILORS & OUTFITTERS
TO THE ROYAL AIR FORCE**



UNIFORMS of fine quality . . .
tailored to measure

All your clothing, footwear, hosiery and travelware can be obtained immediately, payment being conveniently arranged.

Although prices are low, a high standard of quality is maintained.

Our representative is privileged to make regular visits to the Officers' Mess and will be pleased to open a Budget Account for you.

Brochure sent on request.

Albit

28 QUEEN STREET, OXFORD

Telephone: Oxford 48251

MAIN LONDON STORE:

CAMBRIDGE CIRCUS, W.C.2.

and Branches throughout the Provinces