

The Haltonian Magazine

*53 & 54 Edition*

Winter 1949

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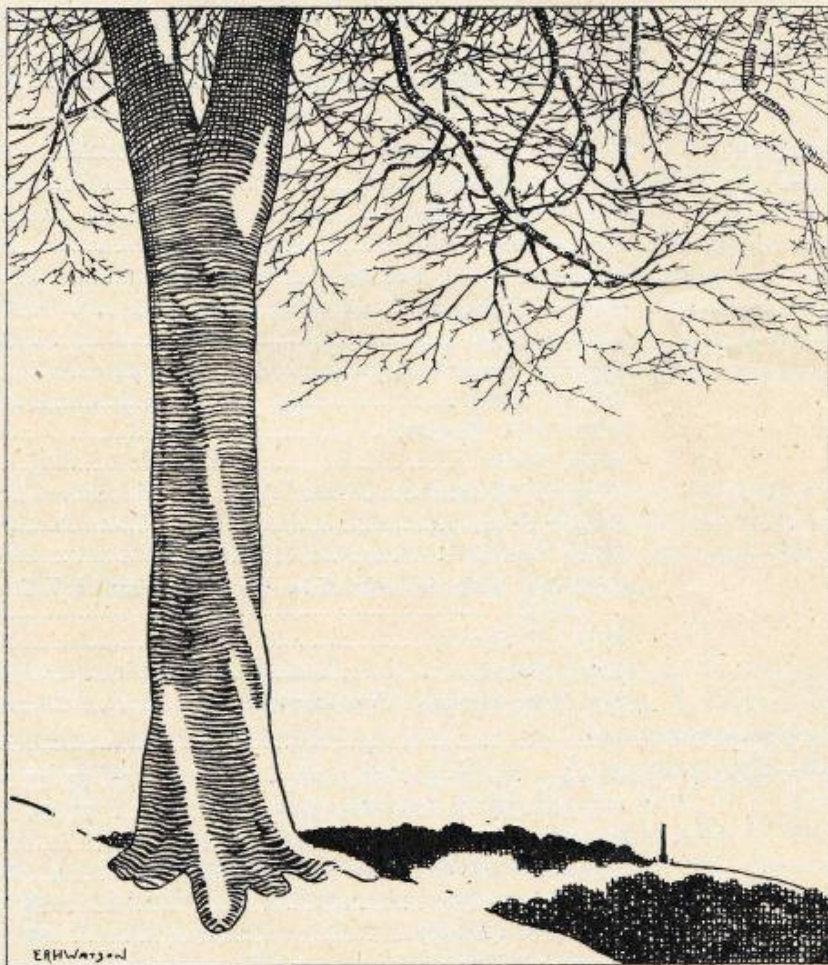


THE MAGAZINE  
of  
R.A.F.  
HALTON

Winter 1949



# THE HALTON MAGAZINE



## CHRISTMAS 1949



## EDITORIAL

This issue of the magazine opens on a note of confidence.

For the first time since its reappearance after the Second World War it has "paid its way" and great credit is due to the Business Managers—Wing Commander R. A. Smith and his successor Squadron Leader C. H. G. Soper—and to the Advertising and Publicity Manager, Flight Lieutenant G. Kenyan-Muir, for their success. Also in order to identify its proper function as a Station Magazine, its title has been changed from "The Halton Magazine" to "The Magazine of Royal Air Force, Halton." The improved financial position of the magazine is a happy omen and every effort must be made to maintain its present circulation of four thousand copies. For the first time also since its inception in 1924, the magazine contains accounts of two Passing-Out Parades of Aircraft Apprentices—due of course to the fact that whilst the magazine appears twice yearly, apprentice intakes occur three times per year.

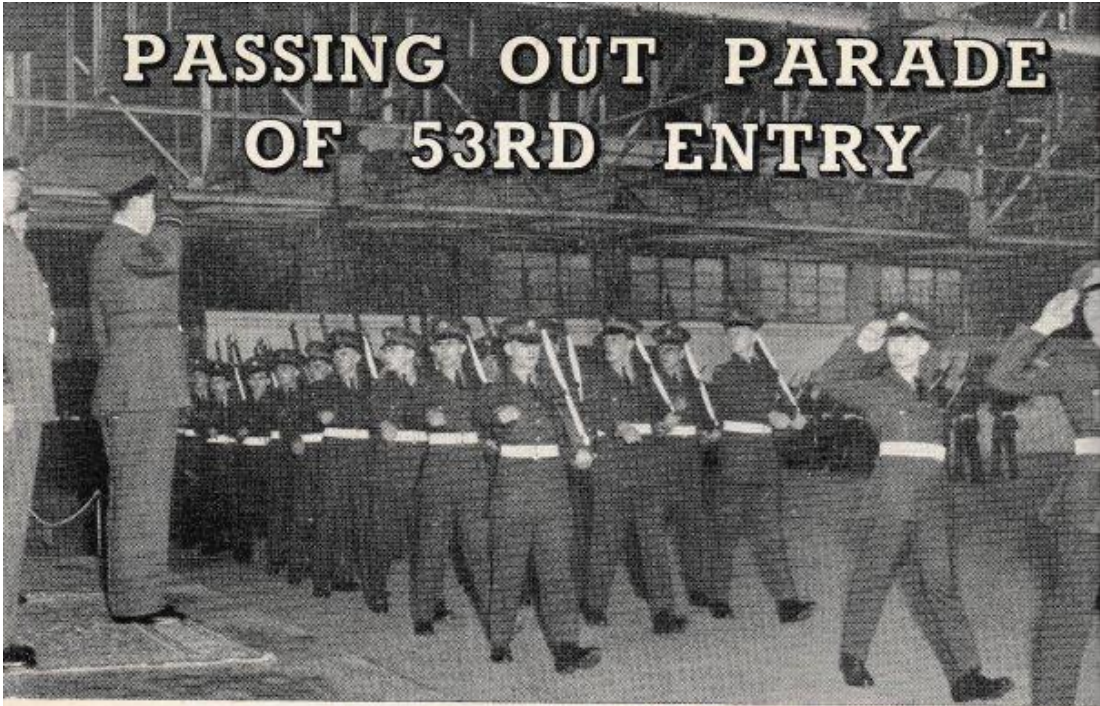
We welcome the 63rd Entry, including as it does, a contingent of Royal Pakistan Air Force Apprentices, and our sincere wishes for "Good Luck and Early Promotion" go out to the 53rd and 54th Entries in their new sphere of activities at St. Athan.

We also have to record with regret the posting of Group Captain S. Barraclough, M.B.E. For several years he has had the onerous task of carrying on and, on occasions, reviving the long-standing tradition of "The Schools" through a difficult period. To those who have worked with and for him, it is not necessary to say how much he has contributed personally to the recent developments on the educational side. Those who knew him on the sports field will have no need for reminders of all that he did in its organisation. Nor can the occasion be allowed to pass without remark upon the happy and helpful part Mrs. Barraclough has played in Station social life and its many activities. They will both be missed, but our loss will be somebody else's gain. We wish them every success and happiness in their new surroundings at Headquarters Maintenance Command.

To all Haltonians, "A Happy Xmas and a Prosperous New Year."



# PASSING OUT PARADE OF 53RD ENTRY



**SPEECH GIVEN BY  
AIR MARSHAL SIR AUBREY B. ELLWOOD,  
C.B., D.S.C.,  
A.O.C. IN CHIEF BOMBER COMMAND**

On the occasion of the Passing Out of the 53rd Entry of  
Aircraft Apprentices on 1st June, 1949.

## **PASSING OUT SPEECH**

I regard it as a great honour to have been invited to come here today and I would like to open my remarks by thanking the Commander-in-Chief and the Commandant most sincerely for asking me.

It is a particular pleasure to me personally because I have strong associations with Halton. I was myself posted to Halton some twenty-five years ago. During my service here I was privileged to take part in the passing out celebrations of the first entry from Halton and of a number of subsequent entries, so you can well imagine what it means to me to come back today, if perhaps in a rather different capacity, to share with the 53rd Entry this day and all that it means to them and to the Royal Air Force as a whole.

It has not been difficult to recapture the atmosphere that I knew so well and which so clearly persists in this great establishment. The impressive parade which we have just witnessed and the remarks of your Commandant are a sure indication that Halton is, as always, satisfied with nothing but the best. The smartness of



the turn-out and the precision of movement was up to the highest standards with which the short, but great, traditions of Halton have made us all familiar.

Indeed, there is only one noticeable difference, namely, that in my day we worked the officers and N.C.O.s much harder. Now they seem to have a day off—and I do most heartily congratulate the senior apprentices on their admirable conduct of a first-class parade.

Last year in Southern Rhodesia I met an ex-Halton apprentice who reminded me of an occasion when I was marching No. 2 Wing down the hill from Henderson barracks. He alleged that I became so enthusiastic in my exhortations to swing the arms, stick out the chest, and keep in step that I myself collided heavily with a lamp-post. My memory does not absolutely substantiate the accuracy of this story but it will give you some idea of the hazards which we officers had to face in those days and which have now been so cheerfully accepted by the apprentices themselves.

But if the officers and N.C.O.s have kept themselves in the background today, I know well what they have done. The best plays often owe their success to the producers and stage management.

I referred just now to what this day means to you of the 53rd Entry and to the Royal Air Force as a whole. To you it symbolises the threshold of your Service career. To the Royal Air Force it means that another 150 young men have been added to the hard core of quality upon which the peace-time Service is built.

The Halton apprentices of the past have often, and rightly, been referred to as the backbone of the Royal Air Force.

When Lord Trenchard, in his great wisdom, created this school some twenty-eight years ago he knew that he was laying the foundations of a Service of a quality second to none in the world.

He was not disappointed. Halton apprentices have made their mark in every branch of the Service whether as officers, N.C.O.s, or airmen. They have set a shining example to those who follow them through this great school.

That is why the passing-out of each Halton Entry is an event of the highest importance in the R.A.F. calendar, and I hope and believe that all of you who are passing out today, are fully conscious of the great responsibilities that rest upon each one of you as an individual member of a great team.

And now let me say a word or two about the point and purpose of the Royal Air Force.

To understand this properly we must base our thinking on certain simple fundamental facts. And the most simple and the most fundamental of all is our geographical position as an island. This is an unalterable fact (at least, unalterable for some millions of years, which I suggest is quite a long enough period for us to worry about) and must, therefore, be the basis which must condition all our defensive arrangements.



Now for many hundreds of years the only medium of contact between ourselves and other countries that we could use either for peaceful or warlike purposes was the sea.

The importance of sea-power was, therefore, obvious and paramount. And what we meant by sea-power was freedom of action to use the sea ourselves for any purpose and the ability at the same time to prevent any enemy from using it to our disadvantage.

Thus the Navy grew in strength, stature, and efficiency until our power at sea became so great that we had little to fear from our enemies.

I need not remind you how well the Navy has done its work, how often it has saved us from possible invasion and defeat, how it kept the seas open for our use, or how it built up the great traditions of which it is so justly proud.

Times have changed, but we still remain an island.

But now we have mastered the use of another medium of contact with other countries—the air. And that is the greatest change of all.

Today air-power is just as vital to us as sea-power has been in the past. We must have the same freedom of action in the air as we formerly required, and still require, at sea.

Remember, too, that in the nature of things air-power must be all-embracing—that is to say, it is essential to our freedom of action not only in the air itself but on land and sea also, for in these days no major operation of any sort can be undertaken with any real hope of success unless the air situation is favourable.

That is one reason why the Royal Air Force has been recognised by the Government as holding the first priority in the organisation of our defence forces.

And another reason is that it provides us with the only possible means of developing the offensive from the outset of war—and if we can do that effectively, and if everyone knows that we can, we are far more likely to be able to prevent war altogether, and that, I think you will agree, is the ultimate aim of all right-thinking men and women.

Sometimes we hear people talking airily about “push-button warfare” as if the bomber was already out of date. I would advise you to take no notice of that. I believe it will be a long time before we find any better medium than the bomber for the delivery of our offensive weapons whatever form they may take in the future.

Nothing that has happened in the way of scientific development has lessened the need for the Royal Air Force or for its offensive power. Hence the emphasis laid upon the maintenance of an efficient air striking force. I say this, not because I have the honour at the present time of being the Commander-in-Chief of Bomber Command, but because Bomber Command—our air striking force—is the hard core of our air power, or, as Lord Tedder has aptly described it, “the Nation’s straight left.”





Saluting Base

and Coastal Command's in protecting our sea communications are not vital requirements, or yet that Transport Command's role in providing mobility for our air forces and in launching our armies on airborne operations, when the need arises is not of prime importance.

And here I would like to refer for a moment to another subject on which there has been a certain amount of talk recently. Suggestions have been thrown out that, owing to the great expense of the future heavy bomber and our close relations with America, we should confine ourselves to producing fighters, maritime aircraft, and tactical air forces to co-operate with the Army and rely upon the Americans for all long range strategic bombing operations.

People who argue that way are in effect saying that we can do without the "straight left." They forget the part that the long range bombers of Bomber Command played in the late war in establishing a degree of air superiority beyond our wildest dreams; they forget the attacks on the U-boat building yards, on the aircraft factories, and on the V-weapon plants and operating bases, and they forget the heavy bomber support given to the Army in the invasion of Europe. I wonder how the British people would like it if they felt that they had no offensive power and had to rely on someone else to do all their attacking for them.

I have not time to enlarge upon this matter but I would commend to your attention, if you have not already read it, an article by Air Chief Marshal Sir John Slessor which appeared in the Sunday Times of 22nd May, in which he deals with the subject simply, clearly, and comprehensively.

If I know anything of Halton I am sure that the boxing analogy will make a ready appeal to you. You know as well as I do that fights in the boxing ring are not won by covering up—it is the straight left that counts. And so it is with the Royal Air Force. That is not to say that we have not also to look to our guard, that Fighter Command's task in protecting our main base, and Coastal Command's in protecting our main base,



What we need is a balanced air force with a striking force as the basis of its power and the defensive elements in their proper proportion. And, to use the boxing analogy once more, you will agree, I am sure, that a boxer who neglects either his punch or his guard is a very unbalanced performer.

But to produce and maintain this balanced air force is no easy matter. In peace, and especially after the vast expenditure of a world war, we have to face severe reduction in the size of our fighting forces, which brings me back once more to speak of quality—I cannot emphasise that word too strongly. It was only by insisting on the highest quality in our small pre-war air force that we were able to build the great instrument of air-power which grew up to be decisive during the war. That is a lesson we must never forget and this is very much your personal concern, because it is by the quality of the individual that the quality of the whole force will be measured.

You are now entering upon your profession, and I want you to look upon yourselves as professionals. You know what I mean by that. You know the difference between the professional and the amateur, whether it be in the world of sport or music or what you will. And there is no room for the amateur in the regular Air Force any more than there is on the concert platform or in the professional boxing ring.

But do not suppose that the professionals who perform in their several ways for your pleasure have an easy time of it. They have to train and study and practise continually. And if you are to maintain a comparable standard of efficiency in your profession you must train and study and practice too. This means hard work, but you have been taught to work hard here and you have been given a splendid basic education on which to develop your skill in the future. Don't waste it.

There is always something new to learn and you can learn a great deal from other people. My own experience, after thirty-odd years' service, is that I learn something new every day, but one daily lesson is always the same—how little I know.

It happens like that. When we are very young we often feel that we know better than anyone else, but as time goes on we tend the more to respect other people's opinions.

There is a story told of Mark Twain, the great American humourist, who is alleged to have said that at the age of fourteen he was much impressed by the ignorance of his father, but that at twenty-one he was astonished at the amount of commonsense his father had picked up in seven years.

Perhaps that story is worth remembering.

But your education here has not been confined solely to technical and academic subjects. You have learnt also something about discipline and team work. I couple these two words together because they are really complementary.

The first one—discipline—is so often abused and misunderstood. And yet it is so simple. I don't believe anyone would question the need for prompt obedience to orders in a fighting service but there is more to it than that. I remember many years ago just after the first world war, when I was a very junior officer, that I was



detailed to investigate the causes of what looked very like an incipient mutiny amongst the men of my station. I gathered the men together and, after telling them a few home truths about the trouble they had been giving, I asked them to tell me what it was all about. They had no really concrete complaint, but one of them made a generalisation. He said, "It's the discipline. Discipline is the curse of the Service." Well, that wasn't exactly what I had been brought up to believe and I wondered for a moment how to answer him. Then suddenly a little story I had heard as a child came to mind. I told the man that I didn't think he understood what discipline meant and I told him the story. It carried the day and I'll tell it to you now.

It was about an Inspector of Schools who, on one of his rounds, asked a small boy whether he could tell him what salt was. The boy thought for a moment and then said, "Salt is the stuff that makes potatoes so nasty if you eat them without it."

Now I always think that by changing a few words we have there an admirable definition of discipline, and I would say "that discipline is the thing that makes community life so unpleasant for a community that tries to live without it."

In our Society, rules are made not to satisfy the whim of those in authority but to provide the best conditions of life for the community as a whole, and to ensure its efficiency. Consequently the community demands obedience to those rules. And that is discipline—neither more nor less.

It is another word for good citizenship, and we need good citizenship within the Service just as much as we do outside it.

And isn't that very much the same as team-work? You have, I am sure, played your games here in the traditional Halton spirit, that is to say not for selfish advertisement but for the good of the side.

And your games will have taught you something else—to keep fit—fit in mind and body for the job you have to do as members of the great team you have joined.



General Salute



I was very much interested and encouraged to hear what your Commandant said about your keenness on flying. We are a flying Service and flying is still a comparatively new science. There is a deal of adventure and romance in it and I hope that as many of you as possible will be able to go on with it in some capacity. I would like especially to congratulate the three apprentices who obtained the British Gliding Association's "B" Certificate.

I am sure, ladies and gentlemen, that you will forgive me for having addressed my remarks principally to the apprentices who are passing out.

But I would like now to say how glad I am to see so many of their parents here today. I think you parents must all be very proud of your sons and of their achievements, as indeed we are too. I hope that you feel as we do that they have had a really good basic education and training at Halton; that they have before them a career of honesty, interest and adventure, that they have real opportunities of advancement to high position in the Service; and that they will have solid advantages and acquirements when their service is over and they return to civil life. If you do, you can help us a lot by telling other people about Halton and what it has to offer. We want more boys like yours—not quite like yours, of course, because I realise that that would be asking the impossible—but the next best thing, anyway. And we want lots of them. So do help us by encouraging other parents to let their boys come to Halton.

Then I would like to congratulate the Commandant and all his staff, technical, educational and administrative, on the great contribution to the efficiency of the Service that they are making in the training of these apprentices. And I am sure the apprentices themselves, and their parents, would wish to join me in paying this tribute to them.

Finally, I would emphasise the human factor in our Service life. The Royal Air Force is, like the other two great Services, and indeed, like all other institutions, built around human beings. It is full of machinery, first-class machinery which grows steadily better with the advance of science and technical development. But however good the machinery may be (and I hope and believe it will always be the best that can be had) it is just so much junk if there are flaws in the men who operate it.

I hope that many of you apprentices will some day become officers and many more N.C.O.s, but whatever rank you reach, never forget that the man is the most important element in the make-up of our Service.

I will conclude by quoting to you a few verses of a poem written by a naval officer during the first World War:—

"Now there may 'be too much for Nelson' for the times have  
changed since then,  
But as long as man is human we shall have to count on men;  
Though machines be ne'er so perfect, there may come a day,  
perhaps,



When you find just how helpless is a heap of metal scraps.  
So the man machinely treated and whose hopes are fast aground,  
In the 'Proper Service Channels' where the broken hearts are  
drowned,

When he's strained, will fracture badly, and be crippled mind and  
limb;

You may try to join the pieces, but you'll get no help from him.  
In an age of swift invention it is frequently believed  
That the pressure of a button is as good as work achieved  
But the optimist inventor should remember, if he can,  
Though the instrument be perfect there are limits to the man."

I think these lines speak for themselves.

One last word and then I've done.

I think we can be justly proud of the achievements of this Royal  
Air Force in the past.

The first world war pointed the way to Air Power and all that  
it would mean to us. The second World War confirmed it as a  
decisive factor in the construction and organisation of our  
defence forces. And in the past year we have seen in the Berlin  
Airlift its great power for good in a peaceful role.

Yes, we have a lot to be proud of—but we have a lot to do. We  
have not time to sit back.

We are still pioneers of a great science and a great service, and  
pioneering is, as it always has been, interesting, exciting and ex-  
hilarating.

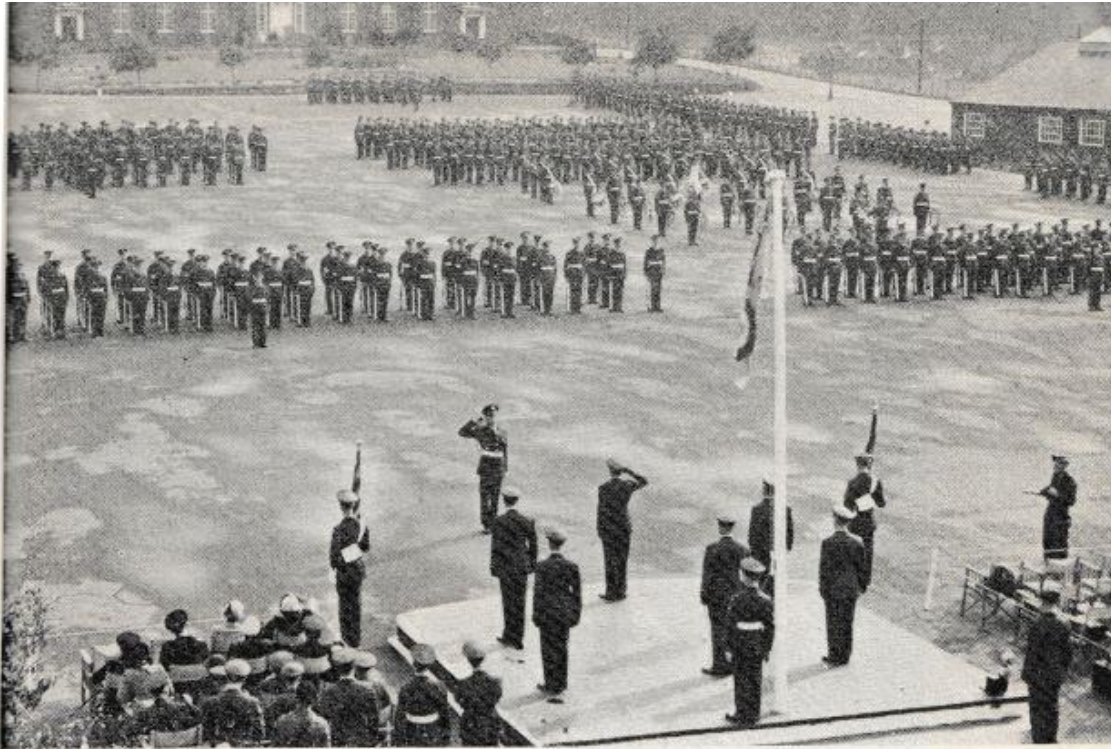
Let us go forward then each one of us, with cheerful confidence  
and determination to see this great adventure through to the end.

It remains only for me to congratulate you all, especially those  
who have won cadetships and prizes and to wish you all the best  
of good luck in that most honourable calling which you have  
chosen—the Service of your Country.



The Inspection





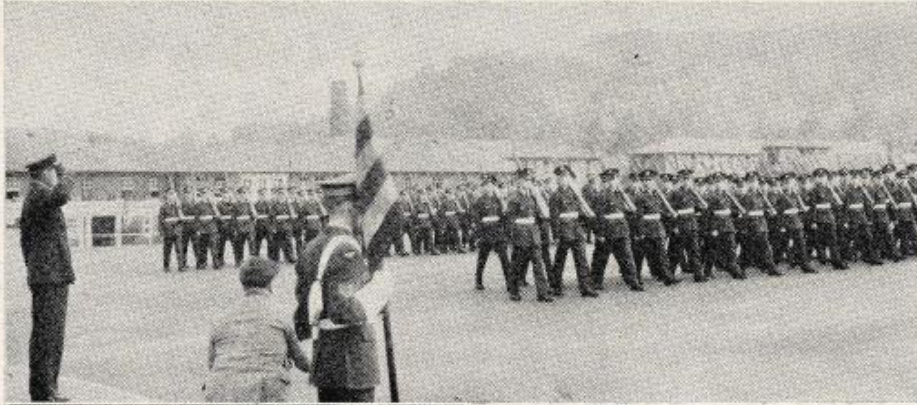
## PASSING OUT PARADE OF 54TH ENTRY

On the 5th October 1949, the 54th Entry of Aircraft Apprentices was inspected on the Passing Out Parade by Air Chief Marshal The Hon. Sir Ralph A. Cochrane, K.C.B., K.B.E., A.F.C., A.D.C., Air Officer Commanding-in-Chief Flying Training Command, accompanied by Air Marshal Sir John Whitworth Jones, K.C.B., C.B.E., Air Officer Commanding-in-Chief Technical Training Commanding and Air Vice Marshal L. G. Harvey, C.B., Air Officer Commanding No. 24 Group. Also present were officers of the Army and Royal Navy, the United States Air Force, the Dutch Navy and the Pakistan Air Force.

As on former occasions, the ceremonial parade was conducted solely by apprentices of the 54th Entry, but it was particularly noteworthy in that the "March Past in Slow Time" and "Advance Arms in Review Order" were included again after being omitted for several years.

After the parade the visiting officers, the 54th Entry, their relations and friends assembled in the Burnett Gymnasium for the distribution of prizes. During his Report the Station Commander, Air Commodore N. Carter, C.B., D.F.C., said that although the quality of work was slightly lower than that of previous entries, the 54th Entry had shown exceptional keenness in all sports and





March Past in Slow Time



F.Sgt./App/Air Warren receiving  
one of his prizes

The Receiving Officer  
inspecting No. 2 Flight







Air Chief Marshal The Hon. Sir Ralph Cochrane, K.C.B., K.B.E., A.F.C., A.D.C., inspects the Guard of Honour

five years has led to more and more responsibility coming on the shoulders of the Royal Air Force. Some of you have seen bomb damage in this country and others of you have seen damage in Germany.

There is a great difference.

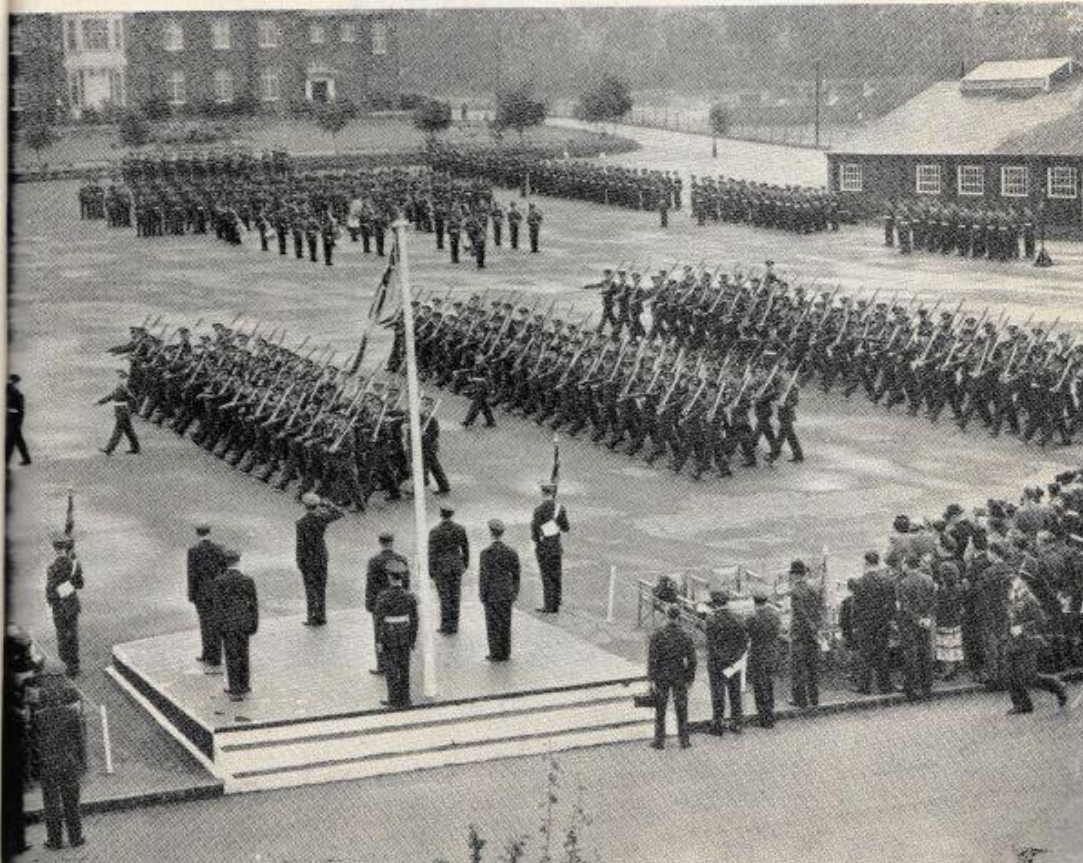
We have got to take the responsibility shared with the other two Services and our allies of protecting this country from attack."

In conclusion, he thanked the parents for encouraging their sons to enter the Royal Air Force and for providing the upbringing which will stand them in good stead in their future career.

A.H.C.

in flying and gliding. He added that 75 per cent of the entry had volunteered for air crew.

After presenting the prizes the Reviewing Officer addressed the gathering. He stressed the task of the Royal Air Force. "We are living in critical times. All that has happened in the past twenty-





## WING NOTES

### NO. 1 (A) WING

The barrack blocks upon the hill still have the same appearance from the outside that they have had since being built, but the modern trend of pastel shades and planned decoration has been progressing in the interiors of the barrack rooms. The austerity of the past is further from us in the form of rust-coloured curtains to match the decoration scheme.

Changes in the Permanent Staff have also occurred. We wish happy landings to Sqn.Ldr. Slater, D.S.O., D.F.C., and Flt.Lt. Goodson, D.F.M., on their return to flying duties, and in their places welcome Sqn.Ldr. Hutton, D.S.O., D.F.C., A.F.C., and Flt.Lt. Southall.

The 54th Entry passed out in perfect weather on 5th October, 1949, and we wish them good luck as they go out into the Service. Ten cadetships were awarded to this Entry, four being granted to the following apprentices of this Wing:—Sgt/App/Air Davies, Sgt/App/Air Goodhead, Sgt/App/Air Ward and Ldg/App/Air Burch.

As the 54th Entry departed we welcomed the 63rd Entry, which has a proportion of Pakistan Apprentices who will undergo similar training to their British counterparts. In their initial training they have been spared the familiar voice of W.O. Collins, who has been posted to Hawkinge. In his place we welcome W.O. Robertson, who now shoulders the heavy burden of Wing Warrant Officer.

The Station Commander has approved the new rank of F.Sgt/App/Air, identified by the wearing of a multi-coloured lanyard. Sgt/App/Air Warren, 54 Entry 2 Wing, is the first apprentice to be awarded this distinction. The new appointment of Senior Sgt/App/Air, identified by the wearing of the apprentice's wheel



Guard of Honour for 53rd Entry Passing Out Parade



on each arm above rank chevrons, has also been instituted and Sgt/App/Air Smith, 55th Entry, is the present 1 Wing Senior Sgt/App/Air.

A number of outings have been organised which have proved to be both enjoyable and interesting.

An enjoyable day was spent at Silverstone, where the thrills of International Motor Racing were experienced by quite a number of enthusiasts from 1 Wing who managed to get there, either under their own steam or through the benevolence of the Royal Automobile Club. Another popular outing was to the S.B.A.C.'s party at Farnborough, where aircraft, previously drawing-board dreams of ideal shapes, are now a reality and have become part of our present-day life.

During September, official visits of a semi-instructional nature have been made possible by the courtesy of engineering firms. Apart from the interest value of such visits, much up-to-date information and knowledge of engineering processes is readily absorbed by apprentices who go on them. The 55th Entry have visited Vauxhall Motors, Luton; Specialoids, of Borehamwood, who specialise in piston manufacture; and Napiers, of Acton.

During the summer Ldg/App/Air Madieson (53rd Entry), who was granted a cadetship, was fortunate in being attached to a Transport Command Lancastrian on a training trip to South Africa. Apart from seeing a lot of the world he obtained considerable experience of Transport Command's trunk route maintenance. He had the opportunity of applying his technical training when assisting the flight engineer to remove the airscrew of one of the engines which had developed an oil leak. The defect was successfully remedied without interruption to flight schedule.

In the field of sport 1 Wing has done extremely well and has again won the Barrington Kennet Trophy as follows:—

Seniors: 1 Wing 23 points. 2 Wing 20½ pts. 3 Wing 22½ pts.

Juniors: 1 Wing 22 points. 2 Wing 13 pts. 3 Wing 19 pts.

#### SWIMMING

This year Juniors and Seniors combined into a single team for the Barrington Kennet Competition, and 1 Wing won easily.

As the result of hard training and all-round teamwork, apprentices who should be mentioned for their Station and Wing Swimming are:—

App/Air Gilder, 54th Entry. App/Air Odin, 56th Entry. App/Air Lawrence, 54th Entry. App/Air Codner, 57th Entry. App/Air Snowdon, 55th Entry. App/Air Luff, 60th Entry.

#### ATHLETICS

1 Wing Juniors won the Barrington Kennet, despite a strong challenge from 3 Wing, although the Seniors could not match the strength of 3 Wing. Mention must be made of the determination shown by the distance stalwarts:—

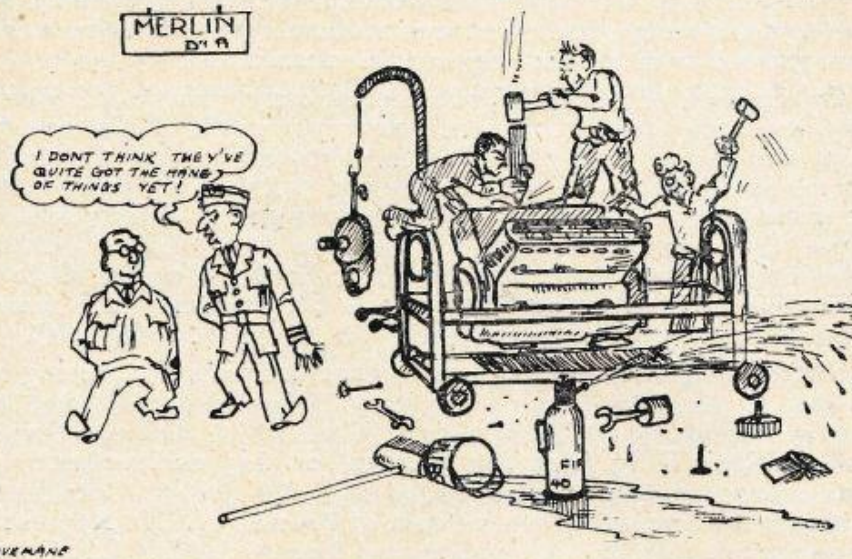
Cpl/App/Air Wood, 54th Entry. App/Air Mitchell, 54th Entry. App/Air Tighe, 55th Entry.

Although introduced for the first time, App/Air Benzie, 54th Entry, won the pole vault with a creditable leap of 10 feet.

The good showing of the Juniors augers well for sport in 1 Wing, and it is hoped that the voluntary coaching scheme which is being instituted this term will help to improve the standard of all the major sports.

G.D.R.





## NO. 2 (A) WING

An almost bewildering series of events has taken place since the last notes were written and, although it is possible only to mention them briefly, they have been important and have entailed much hard work from many members of the Wing. Under the inspiring leadership of Wg.Cdr. Robinson the new organisation is working smoothly: the Wing is being knitted into a strong team and we are moving on to better days.

To run quickly through the major activities, mention must first be made of the 53rd Entry passing-out results.

A fair measure of success attended our apprentices in this vital examination, but we are far from satisfied with the standard attained. The F.I.A. apprentices must learn that three years' training cannot be covered by a five-weeks revision period, and success in the final examination can only be achieved by three years' hard work in the Workshops, the Schools and the Wing.

In the last issue we mentioned that "the sun shines on the righteous," and it must be recorded that the 53rd Entry Passing-Out Parade was attended by two uninvited guests—"Major Depression and "General Rainfall." Perforce the parade was held in the New Workshops, but the Halton organisation was equal to the occasion, and we are fortunate in having this fine hangar to place at the disposal of the Reviewing Officer and our guests on these occasions.

Summer Camp was a great success this year: the enthusiasm of the R.A.F. Regiment Officers, the locality and the weather, combined to give the 56th, 57th, 58th and 59th Entries a thoroughly enjoyable time.

The 54th Entry completed revision training prior to summer leave, and returned after three weeks of blissful forgetfulness to face the ordeal of C.T.T.B. We may be forgiven for suggesting that the timing left much to be desired, but results have proved that no great harm was done. Of which more later.

Following the 54th C.T.T.B. we were called upon in common with the rest of the Station, to receive the A.O.C. of No. 24 Group on his Annual Inspection. Combined operations were introduced,



and despite intensive opposition from the painters, decorators and lino-layers a really good effort was made to ensure that the A.O.C. was greeted with a scene of tranquil cleanliness.

On the heels of the A.O.C.'s inspection came "Battle of Britain" day, not quite such a strain as previously as the Wing and the New Workshops had already been "buffed up" for the earlier official inspection. We were pleased to see so many parents, but we should have liked to have seen a long queue waiting to scrutinise the Progress Charts in the New Workshops. Suitable chastisement equipment was available in the Warrant Officer's office, but we must admit that many a 2 Wing apprentice accomplished some very skilful navigation on 17th September, 1949.

The high-lights of our notes are concerned with the passing-out results of the 54th Entry. We were delighted to find that the top apprentice in all trades was a Fitter II A, and we heartily congratulate F/Sgt/App/Air Warren on his achievement. It was a proud moment for all of us when the Station Commander presented Warren with the insignia of the new N.C.O. Apprentice appointment. As we also contributed four of the five L.A.C.s the results were not entirely unsatisfactory, but the general standard in the Fitter II A. Wing is not yet sufficiently high to merit the slightest complacency. The 55th Entry will shortly be entering the revision period, and we look to them to ensure that not only is the Flight Sergeant Apprenticeship retained in 2 Wing, but—more important—that there is a raising of the level of attainment above that of previous Entries.

In the Schools we hasten to congratulate Wg.Cdr. Legg on his promotion, and we trust that he will remain with us long enough, at least, to complete the installation of the new wind tunnel. We note, with pleasure, that 2 Wing Education Officers are taking an ever-increasing interest in Squadron and Flight activities.

Workshop training proceeds with marked keenness, and the introduction of the new syllabus has produced no squeaks from the well-oiled internal organisation. The T.K.S. thermal de-icing demonstration board has been received as a gift from Vickers, and we are extremely grateful for this practical illustration of co-operation between the Service and Industry. Our liaison with Wg.Cdr. Forde, S.Eq.O., is such that we are seriously considering asking him to pay a visit to Bristol to bring us the Brabazon. If that is a little too much, then we shall be satisfied with the power assisted control components.

As usual there have been staff changes, and we now learn with great regret that Sqn.Ldr. Grant is leaving us to resume full flying duties. We wish him every success, and we commend his favourite expression "A slight using of the loaf is indicated" to every apprentice in 2 Wing. We welcome Sqn.Ldr. Milnes in his place, and also Flt.Lt. Mathews who has relieved Flt.Lt. Campodonic.

Now that peace-time conditions are becoming established, the impression grows that school life is healthier and that apprentices are again settling more or less happily to habits of study. Although still a long way from the golden days of the early 1930s, when training flourished and all seemed well with the world and Halton, conditions slowly grow more stable and definite progress is being made. One sees gradual all-round improvement in examination results and it is now usual for No. 2 (A) Wing apprentices to hold top places in the order-of-merit lists. May the 55th Entry,



now close to the end of training, follow on well.

The school science syllabus has been revised recently to bring it more up-to-date. Swept-back wings, shock stall and supersonic barrier are now everyday terms, of interest to the general public but matters of vital importance to those who hope shortly to fly modern aircraft. It behoves all apprentices, therefore, to keep well abreast of current scientific thought. In this connection some few apprentices from the Wing were fortunate in early September in attending the S.B.A.C. show at Farnborough. No doubt their enjoyment of this superb flying display and static exhibition was vastly increased by the accounts they later gave to the many who could not go.

Efforts are being made to improve the Wing Library and to make it an active part of the School equipment. The need for wide reading by apprentices throughout the whole of their course at Halton cannot be too strongly stressed. Reading aids their proper development, improves vocabulary and helps in a subtle way to promote confidence, poise and independence—all valuable qualities in a young man.

B.R.

### NO. 3 (A) WING

Since our last issue, the Wing has settled down on its reorganised basis. Although difficulties arose due to each of the three squadrons being broken down into nine divisions by Entries, it is hoped that the closer contact between Apprentices and Instructors is proving beneficial. The Officers and Instructors appreciate the continuity derived from dealing with the Apprentices at both Workshops and Wing.

The Annual Summer Camp this year was held near Wallingford. It was voted a great success by all who attended—the splendid weather which prevailed added to the enjoyment in no small degree.

We received the 62nd and 63rd Entries in June and September respectively. Included in the 63rd Entry are a number of apprentices from the Royal Pakistan Air Force who are to train at Halton. To all we extend a welcome and wish them a successful and enjoyable stay at Halton.

We are now commencing a new programme which provides for Wing and General Service Training to be carried out in morning and afternoon periods. Only one Entry at a time is at the Wing, so Apprentices should benefit from having more supervision and help from the staff, than has been possible under the old programme.

Gliding has been well supported by those chosen for training. Many more would have liked to avail themselves of the opportunity of gliding had more vacancies been available. Several "A" and "B" Certificates were gained.

Each Apprentice is now being flown in a Tiger Moth by pilots from the Wing Staff—even the Adjutant tears himself away from his overburdened "in" tray, to leap into the sky. As far as possible, extra experience is given to apprentices who show exceptional keenness or aptitude.

At present we have no band on the Wing, but judging by the keenness displayed volunteers for the Drum and Fife band now being formed, "Music while you go to work" should soon be available.



There have been some staff changes recently. Wing Commander Manning, C.B.E. has left us to go to Burma. The staff and Apprentices regret losing this fine Commanding Officer, but are united in saying "Congratulations and best of luck in the future, Group Captain Manning."

Squadron Leader Johns, D.S.O., D.F.C., and Squadron Leader Cochrane have also left

We welcome our new Wing Commanding Officer, Wing Commander Joel, D.F.C.—we hope his tour of duty here will be a pleasant one. We also welcome Squadron Leader Granville, Squadron Leader Dempsey, D.F.C., and Flight Lieutenant Tunnicliffe who have recently joined us.

#### SPORTS NOTES

The wonderful summer weather brought with it a high standard of achievement in the two principal outdoor summer sports, Cricket and Athletics, which was exemplified towards the end of the season, in the competition for the B.K. Trophy.

The senior Cricket team, by sound team work, succeeded in winning both their matches, despite the fact that No. 1 (A) Wing were hot favourites. The junior team was not quite as successful, losing one match and winning one.

The Wing has probably never had a better senior Athletic team than that of 1949. In the B.K. competition the team was placed first in every event except one, and scored 34 points out of a possible 35. The junior team who reached a very high standard and were only narrowly beaten by No. 1 (A) Wing.

Unfortunately this success story was not continued in the Swimming Bath and despite the individual brilliance of one or two members of the team, the Wing was placed 3rd in the Swimming Competition. This meant that we failed to win the Barrington Kennett Trophy by a mere  $2\frac{1}{2}$  points. K.D.F.

## ACCOUNTS SECTION

Since the summer number we have had almost an entire change of staff and it would seem the newcomers are settling down well for their spell at Halton. To say goodbye to the sixteen airmen who were released in August and September a small farewell party was held at the Railway Inn, Wendover, where all enjoyed themselves.

The cricket team has not finished as high up in the League as we had hoped at the beginning of the Season. During a lapse in July whilst Corporal Hold, the captain, was on leave the team dropped from the top of the table and it never recovered. However, out of all 27 matches played 22 were won so next summer we must do as well and better if at all possible.

By the time this note appears in print the Pay Ledger section will be endeavouring to master a new system of keeping their ledgers as the Air Ministry have decided Halton is to be the "guinea pig." To those who have, or would have, dealing with us we may have to ask for a continuance of their co-operation and forbearance. However, by the time the next contribution has to be made to the Magazine you at Halton will know whether your patience has been exercised. Accordingly we wish all our clients a Merry Christmas and, to ourselves as well, a Happy New Year.

R.D.I.S.

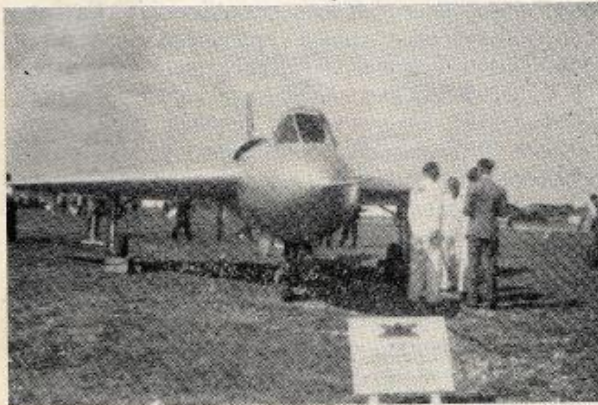


## S.B.A.C. FLYING DISPLAY

When we arrived at Farnborough a most impressive sight greeted us, and we wasted no time in making our way to the Aircraft Park. To say that the Aircraft there presented a magnificent sight would be to make a grave understatement. As we walked through the Car Park I counted roughly the Aircraft in the Exhibition, there must have been forty odd, ranging from large conventional four-motored civil transports to the unconventional Avro 707.

The Comet was closed to the public view but we made up for it by joining a queue and inspecting the interior furnishing of the Hermes 4. We were most impressed! Near to the Hermes 4 were the Apollo, a 31 passenger civil transport which flew in April last, and the Viscount, which was the first aircraft in the world to fly under the power of the turbo-prop engine. Behind the transport aircraft were two Aircraft which are probably capable of breaking through the 'Sonic Barrier,' namely the Supermarine 510 and Hawker P1052, both of the swept-back-wing variety. Fighter Aircraft were represented by types such as the Attacker, Vampire, D.H. 112 and 113, Hawker P1040 and several Marks of Meteor. Still, more of these Aircraft later. However, before we do consider the Static Exhibition we must remember the Avro 707 Delta, pioneered in Great Britain by Roy Chadwick before he died. The Delta did not fly during the show but attracted a great deal of attention.

On going through the Main Entrance we saw before us the stands of Napier and of the Rolls Royce Co. Napier exhibited the Naiad prop-jet which was first flown a short while ago on a Lincoln, and on the Rolls Royce stand were a fully sectioned Nene jet turbine, a Dart turbo-prop and a civil Merlin engine used by the Trans-Canada Airlines and B.O.A.C. Handley Page presented models of Aircraft



Avro 707

various models of the Firefly which had been built to fulfil home and overseas commitments, such as target towing in Sweden and as a naval fighter in four of the World's Navies. Short Brothers and Harland Ltd. presented models of the Sealand Mk.1 Solent Mk5. On a nearby Ministry of





The Shackleton

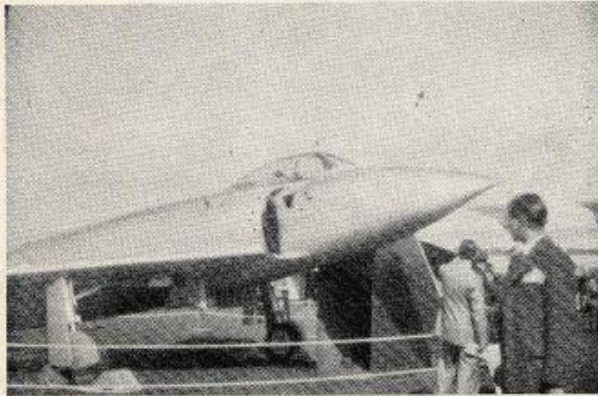
and a special automatic ejector seat with combined parachute and seat harness. Probably the largest individual stand was that belonging to the Bristol Aircraft Company. On show was a sectioned Hercules 763 power plant for the Hermes 4, Proteus gas turbines for the Brabazon 2 and Princess, and also a Centaurus 661 piston engine. In addition to these were models of the Brabazon, Freighter, Bristol 171 Helicopter and also some historic Bristol types from the Box Kite to the Beau-fighter. Stands P and Q were shared by several famous Companies such as the Armstrong Siddeley Motor Co., Armstrong Whitworth, Glosters, Hawkers and A. V. Roe, all of whom presented models of their firms products. These are only a few of the exhibitors, and all their exhibits appeared to be of a very high standard. To describe everything in detail on the 167 small and large stands would fill a great deal more space than is available, consequently only the larger of them have been described.

The midday meal came and went by 14.30 hours we made our way back to the enclosure to watch the flying display.

First off was the Viscount, then the Hermes 3, the Freighter, and lastly the Ambassador. Having had the privilege of inspecting the Viscount during a recent visit to Wisley we were curious to see if the reports concerning its smoothness in flight and handling qualities were borne out; they were! The next Aircraft that appeared in the circus formation was the 63 passenger carrying Hermes 4, one of the few piston-engined Air transports appearing in the show. Then came the Freighter (Military version) which has, as has been demonstrated in previous shows, such good freight-carrying properties. The graceful Ambassador was one of Britain's first post-war Aircraft to fulfil the exacting I.C.A.O. performance requirements and it gave a reassuring display on one engine. Incidentally when it landed we were rather surprised to see it stop dead and then by means of its reversible pitch propellers, move backwards down the runway and then turn off it to allow other Aircraft to take-off. A Solent which had been waiting its turn about four miles away then flew very low over the Aerodrome, giving a very impressive display of manoeuvrability. It made another circuit and came round very low at little above stalling speed before flying away.

Supply stand were several demonstration models. These ranged from rockets, large and small, to models of the re-heat system for use in jet turbines for short periods. A much improved system for igniting fuel in jet engines was also on show. Martin Baker exhibited a standard Mk.1 ejector seat,





Super-marine 510

cess, which has recently completed a 25,000 mile proving flight round Africa was next. The Dove which is too familiar to need description then appeared, and after that the Sealand Amphibian. The Firefly 5 which had used awe-inspiring jet-assisted take-off put up a very lively display of manoeuvrability before he landed. Next in the air was the Cierva Air-Horse and Skeeter. When one considers that the Air-Horse carrying up to 24 passengers, or 3 to 4 tons of freight does this on a single Merlin it is obvious that it should have a considerable future. The Wyvern 2 Naval strike fighter powered by a Python impressed everybody with its speed and manoeuvrability, as did, to a lesser degree, the Mamba powered Marathon, the climbing speed of which on one Mamba had to be seen to be believed, and the still very new Appollo also put up a very impressionable show with one, and then two, engines cut out. The English Electric Companies contribution, the Avon-powered Canberra 1 jet bomber had a rate of climb, roll and all-round speed characteristics reminiscent of an aircraft like the Meteor which it (to my mind) strongly resembles. Next in the high speed range came the Comet which was admirably flown by Cunningham. Such is the faith that De Havilland have in the Comet that they already have on the stocks the fuselage of sixteen Comets. From the Gloster Company came the next item, the Meteor 8, which features a redesigned unit, and later came the Avon Meteor, the climb and speed of which held its audience in amazement. The Meteor climbed to 7,000 or 8,000ft. and then with its engines off hurtled down to earth, across the aerodrome and up to a height of 3,000 or 4,000ft. leaving behind it two trails of paraffin vapour from the point where the engines started again. For sheer speed the Supermarine 510 and Hawker P1052 held the crowd breathless. As has been mentioned before both of these aircraft are probably capable of breaking through the "Sonic Barrier." On one of its runs the Supermarine 510 was credited with a speed of 650 mph. In between the P1052 and the flight of the 510 came the Hermes 5 which together with the preceding civil transport opened our eyes very forcibly to the fact that the leeway between British and American Air transport caused by the war has to a large extent been made up, and in the case of the pure jet and turboprop, passed. The Python Lancaster test bed followed the P1052 and showed considerable speed and climb when using only its outboard Pythons.

The Aircraft appearing in the second formation took off, and first round was the Balliol 2 and then the Athena 2, both built to the same specification and with a performance comparable with that of many war-time fighters. The eight to twelve passenger carrying Prin-





Handley Page Hermes 4 and a  
Hermes 5 in background

The third helicopter in the display was the Sikowsky, Westland S51 which has been used with considerable success by the G.P.O. for mail carrying. It is powered by a 550 hp. Alvis Leonides radial engine and in the capacity of a passenger carrier can accommodate four people.

Appearing next in circus formation came the Autocrat, Auster T/5B, Auster 7, Prentice and Chipmunk. The Autocrat was designed as a 3/4 place business or family plane to be produced as cheaply as possible. The Auster T/5B was designed with a similar view, and the Auster 7 is a Military conversion trainer. Produced as to replacement of the Tiger Moth as a standard Abinitio trainer the Prentice introduces the complication of present-day instrumentation to the pupil, similarly with the Chipmunk.

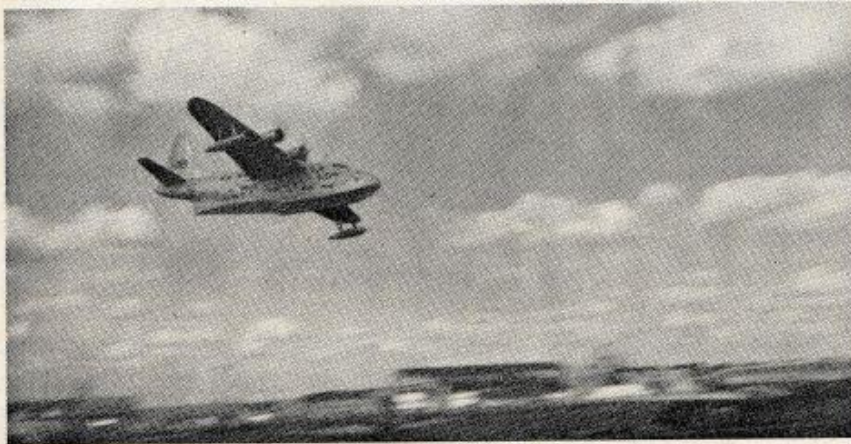
The Vickers Varsity which took off next is also designed as a Military trainer and amongst other things provides facilities for bombing practice. The Varsity was developed from the Valetta and differs in only a few details such as closer fitting engine cowling, longer nose for Radar and a tricycle u/c. A bomb bay has also been fitted beneath the fuselage. Latest of a line of Military Aircraft was the Shackleton, designed for long-range ocean reconnaissance. Everybody was impressed by its rate of climb and performances with two engines stopped. Then came the very fast Hawker P1040 naval fighter which is the possessor of a terrific climb and roll. In the next formation to take off the emphasis was again on speed, this time of De Havilland origin, namely, the Vampire (re-heat) DH 112 and 113, and the Vampire 4. The versatile Vampire needs no introducing and externally the DH 112 Venom appears to be a cleaned up Vampire with the main difference lying in the location of the fuel tanks (long range) at the wing tips and in having laminar flow wings. The speed of the re-heat Vampire has been much increased as a result of this innovation which increases the thrust by nearly 50 per cent. As however the fuel consumption is increased by nearly 400 per cent it is only used in cases of emergency. The DH 113 night-fighter has a two-seat fuselage nose, similar in many respects to that of the Mosquito fighter, but there the similarity ends and the normal Vampire wing and tail unit appear to be incorporated.

A re-heat Meteor 4 finished up the display in traditional Meteor style, and with the closing of the show we walked away to our bus with the reflection that if the Americans there were half as



impressed as we were then the show would have been worth, if only for prestige value, every penny that was spent in its preparation by the Society of British Aircraft Constructors. A truly memorable display!

NOTE:—The Aeronautical Section of the Halton Society were privileged to visit the 10th S.B.A.C. Show at Farnborough through the kindness of Mr. E. C. Bowyer (Director S.B.A.C.). The privilege, and the value of the visit for us all, will always be remembered.  
H.G.B.



Short Sandringham in flight

## NEW BOOKS

HEAT ENGINES.

A. C. WALSHAW.

LONGMANS, GREEN and CO.

Copies of the third edition of Walshaw's "Heat Engines" have recently become available. This book is written throughout in a style which brings the subject matter within the scope of students whose knowledge of mathematics and physics is elementary. The book is comprehensive and deals with steam engines and compressors as well as with internal combustion engines. It is freely illustrated with modern engines and contains a useful set of examples at the end of each chapter. The book is compact and very suitable for anyone wishing to study beyond the limits of the internal combustion engine.  
W.T.

MATHEMATICS (Second Edition).

B. B. LOW.

LONGMANS, GREEN and CO. 17/6d.

A very wide range of subject matter is covered in this book. Each new principle introduced is illustrated by specimen examples, and large numbers of exercises are included for students, with answers given at the end of the book. The book is clearly printed, well indexed, and contains a large number of diagrams to illustrate the text.  
W.T.B.



## THE SUMMER CAMP AT LARKSTONE PARK Near WALLINGFORD



The Annual Summer Camp starts long before the arrival of the first squadron of apprentices: the "simple open-air life" has its complications; the selection of a suitable site that fulfils the many (and often conflicting) conditions laid down in the manuals, the demands for equipment ranging from giant marquees to tin-openers, and finally the more immediate and energetic preparations—digging, constructing and hammering. This last and rather hectic stage was eased by the welcome assistance of a number of apprentices who arrived four days before the main party.

The 56th Entry arrived on Sunday, 12th June, to find all the necessary preparatory work had been completed. Larkstone Park was for the next five weeks the arena for a multitude of activities. Each successive Entry spent either a week or fourteen days experiencing the many rigours and pleasures of camping and of General Service Training. "Living under canvas" . . . a most memorable experience. The first-hand, and sometimes the first, acquaintance with field hygiene, field sanitation and field cooking—all this and more provided most valuable experience and training. Indeed the field cooking earned the highest praise and the permanent staff and the cooks u/t of the School of Cookery are to be complimented on a great achievement.

The lessons of camp life were assimilated and a true "camp spirit" was encouraged by the introduction of an inter-squadron competition based on the daily inspection of the tents. General Service Training occupied most of the time, ranging from rifle instruction to full tactical exercises. Route marches were a highlight of this part of the work; perhaps the route march left the greatest impression on the 59th Entry in their second week when somehow an eight-mile march developed into a sixteen-mile tour round some of England's most lovely country-side—or perhaps they did not notice it. As a contrast to the rigours of the Regiment a visit to R.A.F. Benson was arranged for each Entry. There the apprentices were given the opportunity of seeing aircraft of the King's Flight at close quarters. Contact was also maintained with another R.A.F. Station—Mongewell Park—where generous help was given in providing sports facilities. This lack of sports space was the only real drawback to Larkstone Park. It was only





towards the end of our stay that the two grass paddocks adjoining the camp could be used for games, as a crop of hay had first to be harvested. In spite of this help provided outside, not only by Mongewell Park but also by the Local Authorities in Wallingford, ensured a very full programme of sport: swimming, volley ball, basket ball, head tennis and cricket were all played, and formed the basis of the second camp competition with a prize at the end for the winning squadron provided by the School of Cookery—fresh grounds for congratulations.

Hard work, good sport and fresh experiences of an outdoor life—they were good weeks. We shall not forget the friendliness of the neighbours all round, the novel, yet valuable, break from the long routine of the Schools, with lectures out on the grass, lessons learned from the R.A.F. Regiment in the shelter of hedges (even if sometimes it was at the bottom of a ditch), the outings in Wallingford  $3\frac{1}{2}$  miles away, or the glory of the weather. None of it will be forgotten by us, and we hope that the good impression made by the apprentices on the civilians in Wallingford will be equally remembered.

