

The Haltonian Magazine

Volume 12 No. 1

Spring 1945

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THE HALTON MAGAZINE

JUBILEE No.

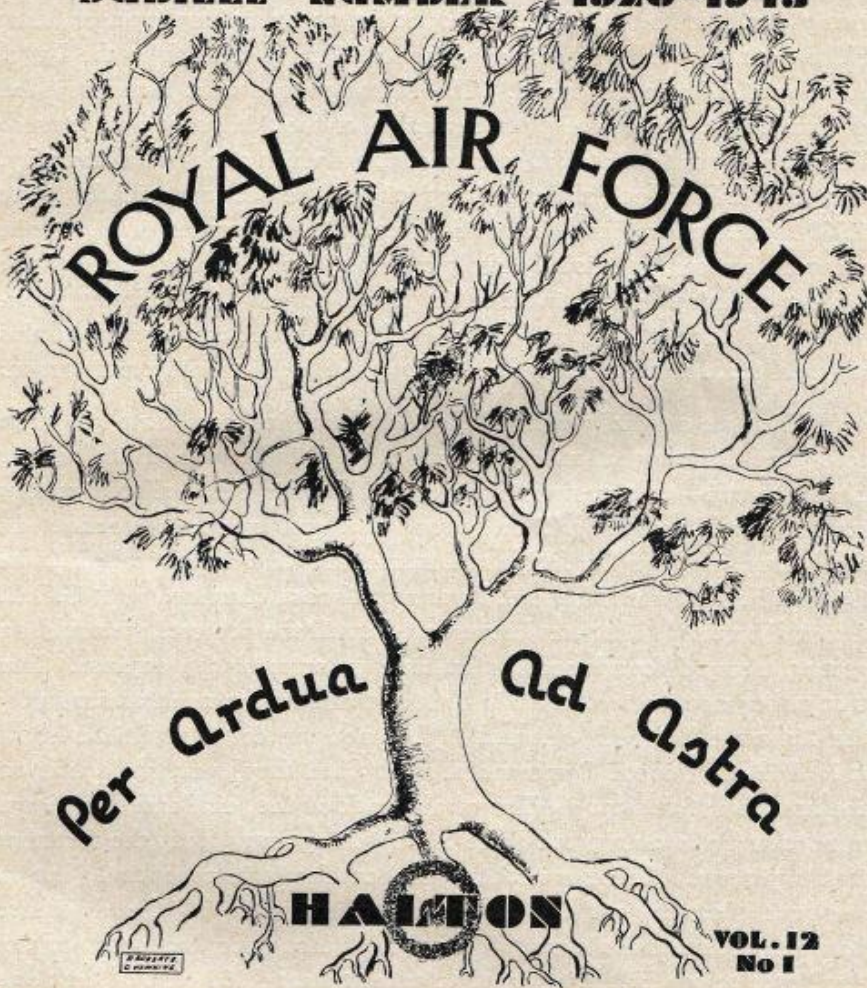


SPRING 1945

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Aircraft Apprentices Scheme

JUBILEE NUMBER 1920-1945



**Extract from speech made by Lord Trenchard in
the House of Lords on Wednesday,
6th December, 1944**

“ Some of your Lordships will remember that after the last war we set up in the Air Force a very large training school at Halton for the men of the Royal Air Force. It was, I believe, the largest of its kind in the world. It was a great experiment and it was bitterly criticized at the time. Nevertheless, I feel justified in saying that the experiment has richly justified itself. There is no doubt at all, in my opinion, that Halton and the Halton spirit have been a pillar of strength to the Royal Air Force all over the world. The Halton-trained men have provided the nucleus on which the great expansion of the Air Force was centred. They have set and maintained an extraordinarily high standard of efficiency. You have only to look at the promotions and the honours gained. Over 1,000 high honours have been gained, and a large number of these men are very senior Air Vice-Marschals and Air Commodores, running the highest technical offices in the Air Force. Surely the efficient maintenance of aircraft has also been one of the outstanding features of this war and that has been made possible by the Halton training of our men.

“ When we originally formed the Air Force in those days we were told—and I want particularly to emphasize this because of its bearing on the future—that we were spending in the Air Force all our money on bricks and mortar, and on ground staff and ground personnel. In fact, some of your Lordships will remember that it was called “ the Ground Force ” and, I believe, I was myself once described as “ G.O.C. Ground Force. ” That was because we put all the pressure we could on getting a sound foundation for training, in spite of the expense. Has that policy not justified itself ? Is it not one of the main reasons why the Luftwaffe has been defeated ? Did not the Battle of Britain show it ? Did not Coastal Command show it when they went into action on the first day of the war ? The whole work of the Air Force has shown what training is doing, but there is no getting away from the fact that it is expensive. There is nothing to show for it in peace-time, but in war-time there is just this difference to show for it—the difference between defeat and victory. Therefore, I hope for the good of the Air Force to see Halton enlarged to take at least 4,000, and at least one other Halton built.”

**Message from Marshal of the Royal Air Force,
Sir Charles F. A. Portal, G.C.B., D.S.O., M.C.**

Although several Royal Air Force Stations have shared the training of aircraft apprentices—Cranwell (where the first entry started their course twenty-five years ago), Flowerdown and Cosford—it is with the name of Halton that the aircraft apprentice scheme is associated in our minds. It is fitting, therefore, that Halton should take the lead in celebrating this, the twenty-fifth anniversary of the foundation of this all-important part of the structure of the Royal Air Force. Since 1919 more than 18,300 aircraft apprentices have completed their training and have passed out to play that vital part in the Service which was foreseen for them by Marshal of the Royal Air Force Viscount Trenchard, under whose leadership and inspiration this great School was planned and started.

Now, after a quarter of a century, the last five years of which have seen the Royal Air Force serving our country and Empire in the greatest of all wars, we can review the record of apprenticeship training with satisfaction and pride. More than that, the consistent technical excellence of the Service which has enabled the squadrons to meet and defeat the enemy in the air wherever they have met him, and to carry the war into the enemy's territory and at vast distances across the sea, has rested upon the skill and high devotion to duty of those who at Halton first learned their trades and first formed their sense of Service duty. Their success, in the air and on the ground, pays a finer tribute than any words of mine to the standard of Halton's achievement.

I wish to congratulate all those who, whether as pupils or as instructors, have helped to establish the outstanding reputation of Halton. Not the least part of that achievement has been the creation of the "Halton spirit" which, though it cannot readily be described in words, has made itself felt wherever ex-aircraft apprentices are to be found. I am confident that this spirit will continue to make its influence felt during the war and will be carried on by new generations of aircraft apprentices into the Royal Air Force of the future.

I wish success and good luck to Halton and to all apprentices, past, present and future, wherever they are serving or may be destined to serve.

Editorial

This month is the twenty-fifth anniversary of the inauguration of the Aircraft Apprentices Scheme. It is, therefore, thought appropriate to make this issue of the HALTON MAGAZINE a special anniversary number.

To mark the occasion we publish a special message from the Chief of the Air Staff, Marshal of the Royal Air Force Sir Charles F. A. Portal, G.C.B., D.S.O., M.C., and an extract from a speech recently made in the House of Lords by Marshal of the Royal Air Force The Viscount Trenchard, G.C.B., G.C.V.O., D.S.O., D.C.L., LL.D., who was Chief of the Air Staff when the Aircraft Apprentices Scheme was planned. We hope they will help inspire the present generation of apprentices with the traditional Halton spirit.

* * * * *

What a debt the country owes to those who had the foresight to institute a system of training for Royal Air Force Apprentices, which would provide a nucleus from which the Royal Air Force could expand in an emergency. The old Halton song which called the apprentices "the future hope of the Royal Air Force" did not exaggerate.

To whatever branch of the Service we are posted, we can be sure of finding ex-apprentices, many holding very high rank, demonstrating the value of the Halton training.

The spirit of the ex-apprentice is shown to a marked degree by the list of honours published on page 19.

Many ex-Halton boys have given their lives to save their country and the world from the Nazi yoke. We take this opportunity to express our sympathy to those who mourn their loss. They have passed on the torch to us ; let us hold it high and not break faith with those who die.

We are far from the strife of battle, and there is much talk of preparation for Peace. It is necessary to prepare for Peace, but let us not forget that our job is still to beat the enemy and then to maintain Peace. Our part in beating the enemy is to give of our very best, so that each in his allotted task will be maintaining the standard of the best Air Force in the world. Our preparations for Peace should be the same, so that in any future emergency the ex-apprentice will be ready and fit to shoulder the burdens and responsibilities which would then be thrust upon him.

* * * * *

The HALTON MAGAZINE celebrates its twenty-first birthday this year.

Letters are printed from the founder and first editor of the HALTON MAGAZINE, S./Ldr. A. B. Fanstone, A.F.C., and from Group Capt. I. B. Hart, O.B.E., who took over the editorship in the second year of production. S./Ldr. Fanstone also founded the Halton Society and the Halton Belgium Tours.

* * * * *

Now that the majority of personnel at Halton may expect to make a more prolonged stay, it has become unnecessary to publish the magazine so frequently. In future publication will take place twice yearly, enabling us to produce a bigger and, we hope, better magazine.

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Our recent short sojourn at Cosford certainly illustrated the saying, "Absence makes the heart grow fonder." It was not until then that many of us realised the advantages of Halton as a training establishment.

We extend a very hearty welcome to Air Vice-Marshal K. M. St. C. G. Leask, M.C., and the personnel of 24 Group Headquarters. It was with mixed feelings that we heard of their return to Halton. Some saw the shadow of the rod of the overseer on our doorstep, whilst others foresaw the guiding hand of the kindly nurse.

We also welcome Group Capt. G. W. McAleer, M.B., Ch.B. and the personnel of M.T.E. & D. Halton thoughtlessly put on its winter mantle to receive them from the comparative warmth of Sidmouth.

* * * * *

Group Capt. E. J. Grout, the Senior Accountant Officer, who arrived here on the 12th July, 1944, is, we hear with great regret, to leave us again soon. His stay will be all too short.

Group Capt. Grout's service with all three branches of His Majesty's Forces is indeed worthy of comment. His Service career is briefly as follows:—

He served in France in 1914 with the 1st Battalion The London Scottish, was commissioned in the Royal Naval Volunteer Reserve for duty with the Royal Naval Division on the 18th October, 1915, and transferred to the Royal Flying Corps in August, 1916, and subsequently qualified as a pilot.

While flying a F.E.2d. as a member of No. 20 Squadron in France on 15th May, 1917, he got caught in a mix-up with three Albatross single-seater fighters near Roulers. He shot down one Albatross before he was himself shot down and taken prisoner. He was at various prison camps in Germany until December, 1918.

In 1921 he was transferred to the Accountant Branch on medical grounds. During this war he served in France, from 3rd September, 1939, to 17th June, 1940, as Command Accountant to the Advanced Air Striking Force.

In his younger days Group Capt. Grout took an active interest in his Station cricket, hockey and (occasionally) soccer teams. He now plays golf at which, according to his senior N.C.O.s, he is a trier.

Group Capt. Grout's disposition, charm, quiet (except, possibly, when he breaks a pipe), and efficient manner has impressed us all. We are very sorry to say au revoir, and wish him the best of luck.

* * * * *

We record with deep regret the loss to the Station in the departure on retirement of Wing Commander J. A. Taylor, O.B.E., M.Sc., the Senior Education Officer.

Wing Commander Taylor came to us from the Directorate of Educational Services, and his posting to Halton in November, 1942, was a recognition of the growing importance of this Station in these forceful years of war. Wing Commander Taylor fully recognised this and spared no effort that would give a firmer outline to the impress of Halton as a Royal Air Force training station. His short spell with us was one of rich achievement for apprentice education. The full three-year apprentices' course was reinstated on a broader basis than ever, and negotiations were carried through with a view to the recognition of the course as qualifying for the National Certificate. He saw the practical possibilities of the training in English and fostered this.

Keenly interested in the welfare of the apprentices, he did not overlook their recreational activities. He helped to re-establish the Halton Society, made possible the production of a monthly News-sheet, and was one of the guiding lights in the expansion of this into the full-blown HALTON MAGAZINE, of which this is the first edition since 1939.

His expert guidance, his kindly humour and humanity will be missed by those who knew him and worked with him at Halton.

We extend to Wing Commander Taylor our best wishes for the future years.

* * * * *

We thank all those who have contributed to the success of this issue.

Congratulations to personnel who have been awarded prizes, and to those whose contributions have been published. We hope others who submitted work will not be discouraged from trying again. The Editor will always be pleased to discuss the contributions and give advice for future efforts.

The Aircraft Apprentice Scheme

February, 1920, saw the inauguration of the Aircraft Apprentice Scheme, when it became clear, after the 1914-1918 war, that it would be necessary for the Royal Air Force to train its own mechanics.

Mechanics in the Royal Air Force must be able to think and act for themselves, they must also have skill, knowledge and mental alertness to meet rapid developments in aircraft engines, airframes, armament and instruments. It was therefore decided to enlist the services of educational authorities in the recruitment of well-educated boys who could rapidly absorb the technical training necessary.

The trades needed in the Royal Air Force have changed with the developments during the past twenty-five years, and corresponding changes have been made in the details of the apprentices' training, but the basic ideas underlying the training scheme have remained unchanged.

The first training establishment for the mechanical trades was at Cranwell, and for the wireless trades at Flowerdown. Later all the apprentices in the mechanical trades were transferred for training to Halton, and for the wireless trades to Cranwell.

The record of the Royal Air Force in the present war shows that the effort and expense put out on this scheme of apprentices' training has fully justified itself. Many ex-apprentices are holding commissions in the General Duties and Technical Branches, some of very high rank; and most of the others are in key posts in the Service as Technical Warrant Officers or N.C.O.s. Without this trained nucleus the expansion of the Royal Air Force would have been impossible.

Attached is a chronological survey of events at Halton during the past twenty-five years and a list of honours and decorations gained by ex-apprentices from Halton since the beginning of the scheme.

Chronological Survey of the years 1920-1945 at Halton

- 1920. No. 2 S of T.T. (Boys) formed at Cranwell.
First entry of 235 boys in various trades for three years' training, with Service instructors and civilian educational staff.
- 1921. April : Renamed Boys' Wing, Cranwell.
- 1922. First entry commenced at No. 1 S of T.T., Halton, continuing with half-yearly entries. Each entry had an initial course of drill

and instruction in Service routine, normally of one month duration. 4 hours per week was devoted to Drill and P.T. after the commencement of Workshop Training.

Trades of early entries were Wireless Operator, Fitter, Carpenter, Rigger, Coppersmith, Turner and Fitter Jig and Tool.

Approximately 40 A/A.s of each entry were sent to Flowerdown as Wireless Operators.

The first year of the course was devoted to basic training.

Trades under the heading of Fitter included F.A.E., F.D.P., and F.Arm.

An Intermediate Examination was held at the end of twelve months' training and a Final Examination six months before passing-out.

Radio and Camera clubs were formed and various competitions instituted in the sections, such as P.T. Shield, etc.

Halton, at this time, won the Station Inter-Unit Boxing Championship, the Cross Country Championship and the Chief of Air Staff Rifle Cup.

First entry passed out at Cranwell, December 18th, 1922.

1923. First Arts and Crafts Exhibition held on Parents' Day.
Council of Institute of Mechanical Engineers intimated that they were willing to receive applications from A/A.s as Students.
Scheme formed for the training of ex-Boy Mechanics as Airmen Pilots.
1924. First number of HALTON MAGAZINE (Easter).
Hitherto the distribution of boys in the various Fitter trades was made on arrival. From October the allotment to these trades was made at the end of the basic period, i.e., the end of the first year.
On December 17th, the January, 1922, entry was inspected by Air Chief Marshal Sir H. H. Trenchard, Bart., G.C.B., D.S.O., Chief of Air Staff.
This was the first entry to complete an apprentice course at Halton.
Swimming Bath built.
Halton won R.A.F. Hockey Cup, R.A.F. Cross Country Championship and the Berks, Bucks and Oxon Junior Cross Country Championship.
1925. November 19th : The Old Haltonians' Association was founded under Lieut.-Col. Caldwell, D.S.O., with a membership of 900.
Model Aeroplane Club founded under Captain E. G. M. Neville in November.
Debating Society founded by Capt. A. B. Fanstone in November.
First theatrical entertainment produced in Dining Hall in December.
1926. During July and August, Cranwell boys were transferred to Halton. They were transferred complete with their own staff of instructors. During this year a new system of grouping in Wings was arranged so that each entry was attached to a Wing *en bloc*. From this time there were Wing Workshops and Wing Schools with their appropriate staffs.
Training in the trade of Motor Body Builder ceased.
At the invitation of the local M.P. a visit was paid to the House of Commons.
The first tour of the Belgian battlefields was made in August.
New Camp Cinema was opened in January.

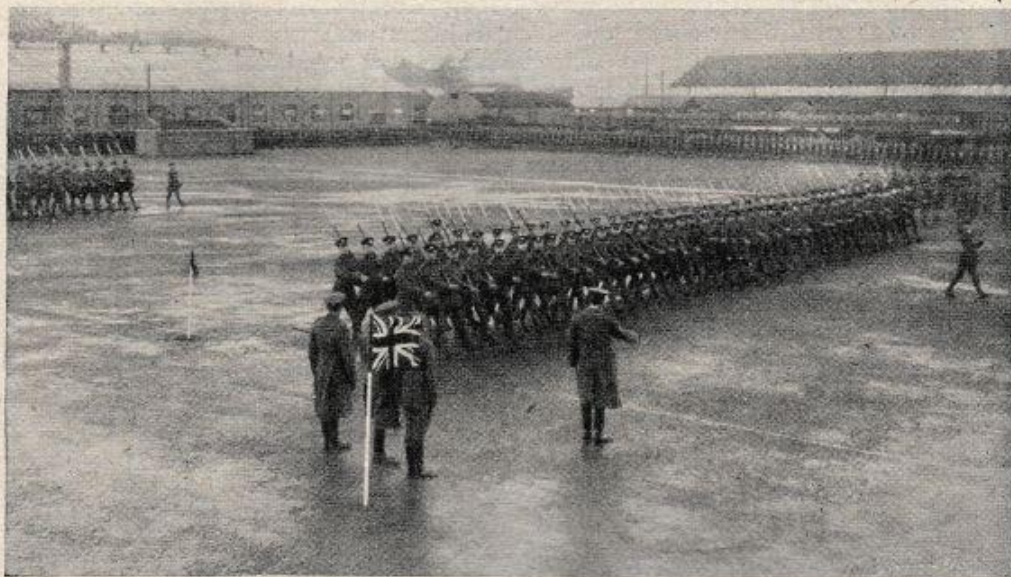
1927. The sixteenth entry arrived in September. This was the first entry to include training as Metal Riggers.
 October 31st : The P.M. R.A.F. Hospital was opened by H.R.H. Princess Mary, Viscountess Lascelles.
 Aero Club : The HAC 1 was completed. It was an unequal-winged two-seater, designed by Mr. C. H. L. Needham and Mr. H. L. Cullis. During the year HAC 1 was piloted by F./Lt. C. F. le Poer Trench and won nine firsts and the Hampshire, Selfridge and Leeming Cups.
 Old Haltonians changed their name to the R.A.F. Old Boys' Association.
1928. In May, all A/A.s undergoing training as Coppersmiths were remustered u/t Coppersmith and Sheet Metal Workers.
 In July a gymkhana and aerial display was given.
 The Barracks at Halton were renamed "Henderson," "Groves," "Maitland," and "Shepherd" Barracks.
 A Grebe was built by the Riggers of No. 2 Wing.
 A hangar was erected on the aerodrome for the use of the "Flight Training Course," inaugurated to cover work required by Squadrons. Subsequent entries took this course during the first six months of their third year of training.
 The HAC 2 was reconstructed from the HAC 1. It was a single-seater high-wing monoplane. It won three first and the Wakefield Cup, piloted by F./Lt. le Poer Trench. This aircraft took part in the Fly-Past at the R.A.F. display on June 30th.
 The Schools (converted from the Record Office in 1924) were enlarged.
1929. On September 7th a party of A/A.s visited Gosport to witness the Schneider Trophy Contest.
 The HAC 2 took five firsts during the year.
 R.A.F. Display. Halton won the H.Q. race for the Duke of York's Cup.
1930. Halton Command Tattoo was held in the Lower Park on September 25th and 27th.
 On December 31st the Aero Club was discontinued.
 Model Engineering Society was formed in April.
 Halton won the King's Cup in the R.A.F. Athletic Championships.
1931. Week-End Camps for A/A.s were instituted.
 The Halton Golf Club was formed in May.
1933. From January 6th, it was decided to train the January, 1932, entry and subsequent entries, in the combined trades of FAE and Metal Rigger as a new trade Fitter II.
Conversion Course : The first course commenced at Halton on March 2nd, with a total of 30 N.C.O.s. Confined to FAE and Metal Riggers trades to qualify as Fitter II. Duration of course was twelve months. A peak figure of 480 was expected by July.
1934. Empire Air Day. Halton Command was opened to the public for the first time.
1935. The thirty-second entry arrived in September. First of the large entries under the Expansion Scheme.
 The Conversion Course moved from Halton to Henlow, November.
1936. Written school examinations taken into account in assessing trade qualification.

- Inspectors from the Board of Education visited Halton.
Several A/A.s arrived from Rhodesia to be trained by arrangement with the Southern Rhodesian Government.
1938. Cosford opened for instruction in August, comprising two Apprentice Wings and one Airmen's Wing.
No. 5 (Apps.) Wing, Halton, moved to Cosford on August 4th.
Fitter Armourers transferred to Cosford in December.
Trade testing of Airmen trainees carried out by the Training Establishment, under the supervision of the C.T.T.B.
1939. Trade testing of trainees, including A/A.s, to be done by the Training Establishment, under the supervision of a member of the C.T.T.B.
In July the length of A/A.s training was reduced from three to two and a-half years.
The January, 1937, entry course speeded-up to enable them to pass out in September, 1939.
In December it was decided that, commencing with the February, 1940, entry, A/A.s should take a two-years' War Course.
1940. Entries of Aircraft apprentices reduced and accommodation,
1941 equipment and instructors used for intensive training courses
1942. for Airmen.
Passing-out ceremonial a local affair modified to suit war conditions.
1943. July: Passing-Out Parade of the forty-third entry taken by Sir Arthur Barratt, C.-in-C. Technical Training Command.
August: The forty-seventh entry. The three-years' course revived. Introduction of training of Electricians as an Apprentice Course.
1944. Passing-Out Parade of the forty-fourth entry taken by Sir Bertine Sutton, Air Member for Personnel.
August: The Passing-Out Parade of the forty-fifth entry taken by Lord Sherwood, Parliamentary Under-Secretary of State for Air.
Satisfactory negotiations took place between the Air Ministry and the Board of Education and the Institute of Mechanical Engineers and Electrical Engineers, with a view to the recognition of the three-year course for the Award of the National Certificate in Mechanical Engineering for Fitters IIA, Fitters IIE, Armourers and Instrument Makers, and in Electrical Engineering for Electricians.
1945. Twenty-fifth Anniversary of the Aircraft Apprentice Scheme.

Honours and Decorations gained by Ex-Halton Apprentices to 31st December, 1944

Apprentices passed out	18,325
Awarded commissions	4,121

Victoria Cross, 1 ; G.C., 1 ; G.M., 6 ; C.B.E., 2 ; O.B.E., 18 ; M.B.E., 82 ; B.E.M., 124 ; D.S.O., 25 ; D.S.O. & Bar, 2 ; D.F.C., 160 ; D.F.C. & 2 Bars, 2 ; D.F.C. & 1 Bar, 7 ; C.G.M., 1 ; M.C., 5 ; D.S.M., 5 ; M.M., 4 ; D.F.M., 230 ; D.F.M. & Bar, 7 ; A.F.C., 79 ; A.F.C. & Bar, 3 ; A.F.M., 37 ; Mentioned, 1,521 ; Foreign Decorations, 12.



*The First Entry Passing Out.
Parade Inspected by Lord Trenchard.*

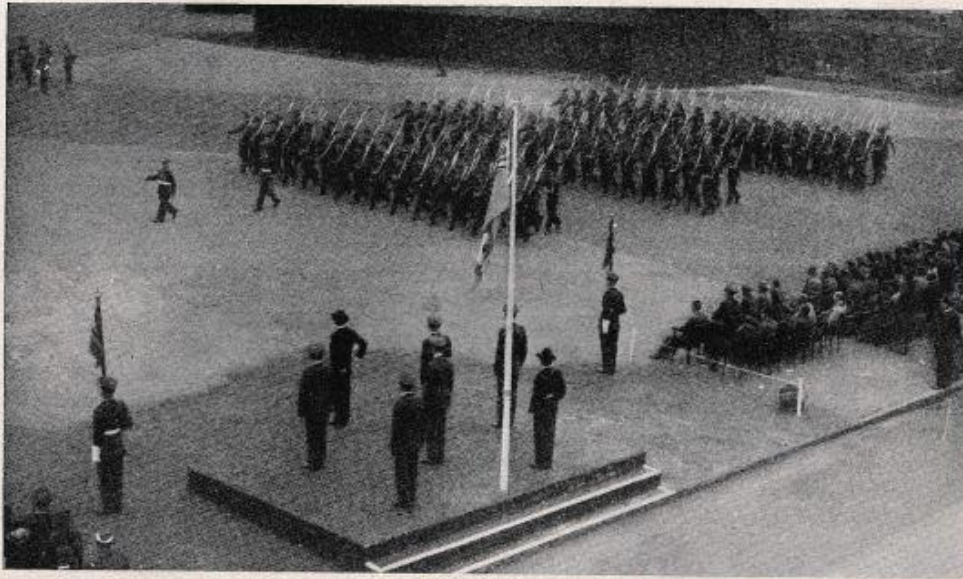
Address by Lord Sherwood

*Parliamentary Under-Secretary of State for Air, on the occasion of the
Passing-Out of the 45th entry of Aircraft Apprentices—2nd August, 1944.*

Air Commodore White, Ladies and Gentlemen,—I come here under false pretences, because you were expecting the Secretary of State for Air, Sir Archibald Sinclair, and I cannot aspire to his distinction. I can, however, tell you this, that no one is more sorry than he is that he is unable to come here to-day. This afternoon the Prime Minister is making an important announcement in the House of Commons on the War and the Service Ministers have to be there to support him. The Secretary of State wishes me to deputise for him, and I am only too glad to have been given the opportunity to come and see you here at Halton and to take part in the Passing-Out Ceremony.

I congratulate you on what I have seen : on your bearing on parade, your smartness, and the cleanliness of your barrack rooms, and I think that in everything the standard you have reached is one of which you and your officers have every reason to be proud.

You are now learning to set out into a greater world. In the two years which have intervened since you first came here, a great deal has happened. Then, our fortunes were at a very low ebb. Germany held undisputed sway over the European coastline from Narvik to Biarritz, and she and her allies practically dominated the whole of the continent. She had penetrated deep into Russia and was hammering on the gates of Stalingrad. Her opportunist ally, Italy, had extended her interests in North Africa and was threatening Alexandria and the Nile Valley, our command of the Mediterranean was seriously imperilled and Malta was in jeopardy. That was the picture only two short years ago. Look around now and you will realise the extent of our conquests.



*The 45th Entry Passing Out.
Parade Inspected by Lord Sherwood.*

North Africa has been regained. In Italy the relentless pursuit of the enemy is being continued. Now, the Russians are not being engaged in the courageous defence of their cities, but are threatening the frontiers of the German Reich itself.

We are clearing the sea lanes, and our success in that project can be gauged by the landings in Normandy, landings which were undisputed on the sea and in the air. Every day brings more news of the success which is coming to our arms. You can see what tremendous changes can be wrought by a determined and courageous people, inspired by a common purpose and tempered by discipline, animated with a right, solid desire to go forward for the betterment of their fellow men.

You joined the Service during those critical days and the contrast between then and now needs no further emphasis. As you go out to other stations and your experience of the Service becomes wider, you will realise the enormous part played by the Royal Air Force in the successes achieved during the past two years. In our worst days it stood between us and defeat. It was the Royal Air Force, through Bomber Command, that replied when the rest of us were forced to be silent.

I am not one who thinks that this war is going to end suddenly. You are fighting not only a dangerous enemy, but that militaristic spirit of world-domination which is shared alike by Nazi aggressors and Japanese war lords. Both of these adversaries must be destroyed if we are to obtain the peace for which we are fighting. The Far-Eastern struggle may be long and hard, and your services may be required in that theatre of operations. But even when final victory is ours, we must be ever vigilant to maintain order and peace. It is quite clear that one of the major restraining forces in the prevention of another World War will be the Royal Air Force. But essentially it must be a Service which has been well trained and must also be kept at a high standard of efficiency. Hence, the duties that you will be called upon to do will be of the utmost importance.

Your Service career will depend on the results of the teaching you have been given at Halton. It was here that you were first disciplined in mind and body and grounded in the unselfish traditions of the Service. Your record here, I think, is one of the finest. It is inspiring to read the list of decorations which have been earned in this war by former Halton apprentices ; to instance a few, the V.C., the G.C., the G.M., the double D.S.O., the triple D.F.C., and the D.F.M. Many apprentices have also attained a high rank in the Service. This is a record of which you can justifiably be proud. And there are many others who have not been so rewarded, but who have given the finest service and have done their duty unstintingly. In your future career you will find inspiration in the record of those who preceded you and who have borne testimony to the worth of the lessons instilled into them at Halton.

I know that where you go, you will find different conditions from what you have had here. You will have to rely more on your own initiative. You will have to find your feet in different countries and amongst different friends. But if you can keep before you all that you have learned here, you will find that you will be given the power which will carry you through to become skilled engineers and to be the builders of the finest Service the world has ever seen.

Aircraft (1942)

Lovely and famous still are the names of old ships
(*Victory, Ark Royal, Centaur, the little Golden Hind*) :
From the heroic past they speak with our fathers' voices
Of courage and the indomitable mind
Till the heart leaps and the spirit within us rejoices.
Honourable and famous too are those others,
New craft, but bound in the same indenture,
To the young hands which guide them faithful, compliant,
Shirking no venture :
Spitfire, Hurricane, Hudson, Halifax, Whirlwind, Sunderland, Beaufort,
Blenheim, Defiant.

Airborne, they traverse the zones of night and morning,
Clouds their companions, the sheer heavens their pale.
Against them neither the enemy's stroke nor the wind's rough scorning
Shall at the last prevail :
Spitfire, Hurricane, Hudson, Lysander, Beaufort, Beaufighter, Wellington,
Blenheim, Defiant.

Lovely and famous, I think, to them that come after,
Their names shall sound ; and the brave syllables ring
With a lingering tone perhaps of the ready laughter
Of crews who swung them to battle, wing to wing,
Meteor-bright their Squadrons, in valour's armour reliant,
Steadfast, unfaltering :
Spitfire, Hurricane, Hudson, Halifax, Wellington, Beaufort, Beaufighter,
Blenheim, Maryland, Stirling, Defiant.

C. L. M.

(Reproduced by permission of the Proprietors of *Punch*.)



No. 1 (A) WING

Notes

At the end of August, 1944, there occurred an event which, for the space of six weeks broke the Halton apprentice tradition. The apprentices were transferred to R.A.F. with the Wing, Technical and Schools staffs, and all their goods and chattels, instructional and otherwise, and Lewis the Goat, the apprentices' mascot.

A party to open up the buildings available at , under the command of F/Lt. Gorwood, M.B.E., was sent in advance, followed by the 46th Entry and the Polish apprentices. These were again followed a few days later by the other Entries and the permanent staff. Group Captain T. N. Coslett, O.B.E., as Senior Training Officer, Wing Commander J. A. Taylor, O.B.E., as Senior Education Officer, and Wing Commander F. S. Scott commanded the Wing.

The first main party departed from Wendover Station in good order and with the maximum amount of noise, the band having played them away. One or two unexpected incidents delayed the train, but was eventually reached where they were met by Group Captain Allen, and the Apprentice band played them into the Station.

The remainder followed also by train and everything was unpacked in so remarkably short a time that training commenced two days after arrival. The Apprentices soon made themselves at home in their new surroundings, having supplied accommodation which, although considerably different from that to which they were used at Halton, was the best the Station could offer.

Needless to say the novelty appealed greatly, and the majority of the apprentices were, for the time being, very pleased with life. There were plenty of entertainments on the Station for their leisure time, and although the facilities for sports were not up to what they had been used, Wolverhampton was not far away, and many did a little exploring. The large and busy airfield was a source of interest to many.

During September a Battle of Britain Remembrance Service was held at , in which the apprentices took part.

Many rumours had been flying about for some time that the move was a temporary one, and when orders came that a move back had to take place, for a few days all was bustle again. But gaining experience from the first move, everything went with a swing. Prodigious efforts were exerted in the loading of equipment, all transport left strictly on schedule, and everybody returned again by train.

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The "Halton Gremlins," presented by Aircraft Apprentices in the Station Concert Hall on 14th and 15th December, 1944, was the first apprentice show for some years, was a capital effort and gave the rest of the Station an opportunity of seeing what the boys could do.

O.R. Turner!
"T off"
H. H. H.
24 March. I was framed!
F. S. S. (with)
H.A. G. G. (20410)

L. S. S. S. S.
J. P. P. P. P.

N. J. J. J. J.
"Flowerman"

Wm. C. C. C.
(Blowing) twice
washed.

PUBLIC NOTICE
RATES

DEC. 20-27. W.M.
THEATRE
ROX
TONIGHT.
"The Snare"
with
M.M.M.
M.M.M.

EMPIRE
MONDAY, WEDNESDAY
DRY,
700
OSCAR
IRENE



Blarney "Va"
N. J. J. J. J.
"Bis" (H)
L. L. L. L. L.
W.C. M. M. M.
W. W. W. W. W.

R. R. R. R. R.
Blondie

R. C. C. C. C.
"Ron"

R. P. P. P. P.
Blondie

"ULLO! YOU HOME AGAIN!
WHEN DO YOU GO
BACK?"

Red Bradshaw
(Cash)

NEW ARRIVALS AT STATION
GIVE NAMES & NUMBERS
HERE.

D. P. P. P. P.
British
A. J. J. J. J.
(Joe alias Kassinof)



J. P. P. P. P.
"Rog"
Summary
A. E. E. E. E.
(Smoking)

F. U. U. U. U.
"moose"
R. R. R. R. R.
"AVRO"
fake

NOT 'ONE-WHAT' - I
BE NUMBER ONE!

72

Beautyfully
hot
L.A.A.

Gray (Jack)
R. R. R. R. R.
"Lem Sam" Dicky Dykes
EX. L.A.A.

W. W. W. W. W.
"8 hiker"

to themselves "I don't believe it—it's against regulations" as the Helicopter flew forwards, sideways, upwards and backwards.

A Gloster Meteor gave us a very good impression of the speed at which modern aircraft travel and a Miles Messenger gave us another idea of how slowly they can fly near the ground whilst maintaining full control.

R.C.R.

A.T.C. N.C.O.'s COURSES, Halton

Weekly courses of instruction by the R.A.F. for Air Training Corp Cadets were established at Cosford in June, 1944, and transferred to Halton in November of the same year. Apart from short breaks for the change of Stations or Staff leave, instruction has continued without a break; some 64 Courses having been held to date with an attendance of 3,682 Cadets. It is hoped that before the year ends more than 4,000 Cadets will have attended.

The object of these Courses has been to give Cadets of the A.T.C. an insight into Service discipline together with instruction in subjects which would be useful to them later on in their Service career.

The original programme of training allowed for the attendance of N.C.O. Cadets only, and three main subjects formed the syllabus: (a) Navigation (b) R.A.F. Organisation and Administration and (c) Combatant Training. To attend for (a) and (b) Cadets had to be in possession of the A.T.C. proficiency certificate but not in the case of (c). Later the standards were modified and now Cadets need only have a proficiency certificate to attend for Navigation. A further amendment permits Cadets of any rank or classification to attend for Combatant Training.

The organisation of the Air Training Corps provides some 11 commands throughout England, Scotland, Wales and Northern Ireland, and each Command is allocated a specified number of vacancies for each Course. These in turn are distributed among the Squadrons and Units within the Command. A maximum of 90 Cadets per week has been allowed for, with special increases authorised for periods covering the school holidays. One week during the Easter break some 182 Cadets attended. Travel difficulties prevented Cadets from Northern Ireland attending during the earlier courses, but now Cadets from the whole of the British Isles may attend. There is no question of compulsion. attendance is entirely voluntary.

The scheme of training enables a Cadet to attend for any or all of the subjects previously mentioned, and until recently the satisfactory completion of all three qualified for the issue of a certificate signed by the Director General of the A.T.C. Air Chief Marshal Sir Leslie Gossage, K.C.B., C.V.O., D.S.O., M.C. A modification has lately been made by reducing the instructional flights to two and including Organisation and Administration in both Navigation and Combatant Training so that the completion of these two now qualifies for the certificate. A further Swimming Certificate may also be obtained for the passing of certain swimming tests prescribed by A.T.C. regulations. Some 215 Cadets have so far obtained this.

The standard required for attendance in Navigation is that of Proficiency, and instruction is given in, Map Projections, Navigational Theory, Navigational Instruments, and Elementary Meteorology.