

The Haltonian Magazine

62 Edition

September 1952

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*The*  
**HALTON  
MAGAZINE**

**PRESENTATION**  
*of the*  
**QUEEN'S COLOUR**

**VOLUME XV  
NUMBER IV**

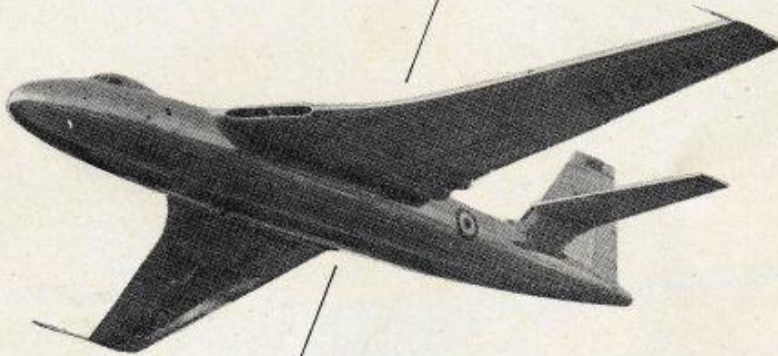
**SEPTEMBER  
1952**

Photo by Aeroplane,

# ejection seats *designed for*

high

speed



jet

aircraft

*manufactured by*

# Martin -Baker

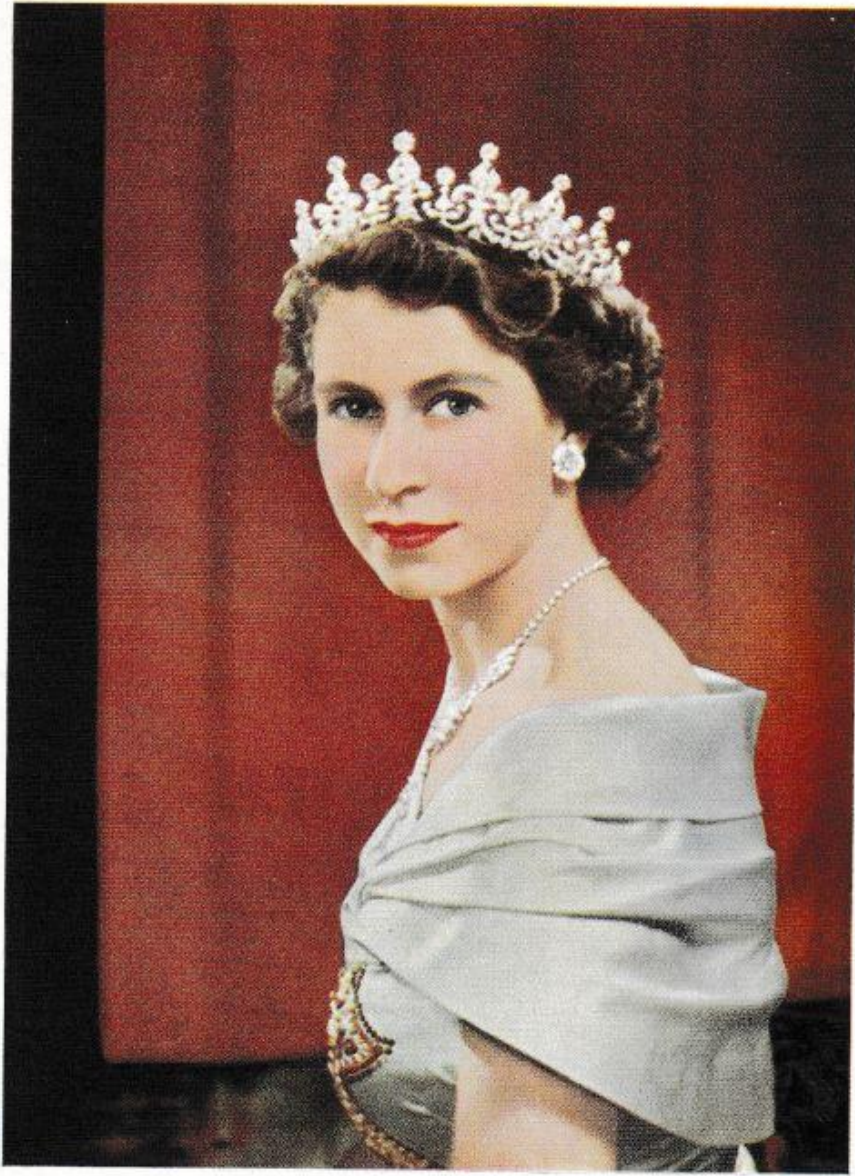
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## HER MAJESTY'S ADDRESS ON THE OCCASION OF THE PRESENTATION OF THE COLOUR

Air Commodore Weston, Officers, Staff and Apprentices of  
No. 1 School of Technical Training:

I am very glad to be here to-day to present your new  
Colour.

As you know, your School was founded in the reign of  
King George V, my grandfather, and it owes its existence to  
the foresight and inspiration of Lord Trenchard, who is here  
with us now.

It was clear then, as it still is, that the Royal Air Force  
must be able to place the same reliance on the technical skill  
of its tradesmen as on the gallantry of its pilots and the ex-  
perience and imagination of its commanders. Halton was  
the first school to be started for this purpose, and today it  
gives you not only technical skill but a spirit which is  
acclaimed wherever the Royal Air Force serves in defence  
of our Country and our Commonwealth.

It is right, therefore, that Halton should be the first  
Apprentice School to earn the award of a Colour, and I am  
sure that you will always remember this occasion, as I shall,  
as a great day for yourselves and for your Service.

Your traditions have been well and firmly established  
by those who have gone before you. For they have made  
their mark and have justified the confidence which the Royal  
Air Force has always placed in them, while many of their  
number have given their lives in carrying out their duties.  
From what I have been told and, even more, from what I  
have seen on this Parade, I am sure that you will be very  
worthy successors to their example of honour, service and  
sacrifice.

I congratulate you on your drill and on the smartness  
of your turn-out, which are proof of your keenness and your  
quality, and I give you your Colour in the knowledge that  
while you are here you will guard it well. Let it also be a  
reminder to you of the trust that I place in the Royal Air  
Force. During your future service you will, I know, strive  
to the utmost to be worthy of that trust and to maintain the  
unsullied standards of which this Colour is a symbol.



The implications of an event so replete with significance as that which took place on 25th July at Halton often elude us in the excitement and sense of drama and climax of the moment. In retrospect we see perhaps more clearly. As the occasion of the presentation of the Colour by the Queen recedes somewhat into the past and takes its appointed place in the march of events that form the history of Halton, the perspective of time lends a sharper definition, a clearer outline, to the true significance of that impressive ceremony.

One impression that emerges vividly is that the seal of Royal approval had been set personally on the endeavours of past generations of Haltonians; and that the inspiration their achievements provide to their successors now has, in the Colour, its visible and tangible symbol. It was fitting therefore that in the audience should have been many hundreds of Old Boys; fitting too that the majority of the officers on the parade, including the Parade Commander and Parade Adjutant, should have been themselves ex-Haltonians. "A reward for past achievements and an inspiration for future endeavour"—so we might summarise the significance of July 25th.

To our mind the importance and dignity of the occasion were enhanced by the presence on the Parade of so many Apprentices from our Commonwealth overseas; from New Zealand and Pakistan, from Ceylon and Southern Rhodesia, from Fiji—symbolising by their presence the unity and loyalty of that organisation of which the Queen is the head. And witnessing the ceremony from his place on the dais, in what must have been a proud moment in an eventful life, was—fittingly—the one man of all to whom the School owes its existence—Lord Trenchard. His presence, as that of the other famous and distinguished personages, rounded off the picture, and we are left with the satisfying impression that on this unique occasion all had been done that was appropriate, all was present that the circumstances demanded, all due ritual observed.

We present in this issue as complete a record of the Royal Visit as could be desired. Pressure on space and financial considerations have obliged us to omit some of our regular features. These will re-appear next time. We must however mention two events which are noteworthy. The first, recorded in full elsewhere, is the Graduation of the 63rd Entry. These Apprentices, including the first Pakistanis to graduate, take with them our best wishes for their future careers. At the same time, we welcome the newly-arrived 72nd.

Secondly, we have to record the departure of our Senior Training Officer, Group Captain D. O. Finlay, D.F.C., A.F.C., who was of course Chairman of this Magazine. Group Captain Finlay is going to Germany and in his place as S.T.O. we welcome Group Captain R. J. Carvell, to whom we wish a happy and successful tour at Halton. To Group Captain Finlay, his wife and family, it is our sad duty to wish "bon voyage." We are here particularly concerned with the Group Captain's great personal interest in the Magazine while he was S.T.O., his insistence on its maintaining a high standard, as high as, if not higher than, that of the pre-war Magazine, and his untiring efforts on our behalf whenever the impressive weight of four rings could achieve what two and a half could not. We trust that the progress of this journal has satisfied his always high standards. But perhaps the best thing is for Group Captain Finlay to speak to us himself, as he does in this farewell message:—

*For the second time I have to say goodbye to Halton and the Apprentices' School—this time I must admit with more regret than on the first occasion.*

*In my last term, I had the great good fortune and high honour to be the Parade Commander for the presentation of the Queens Colour. I am sure that the magnificent way in which the apprentices rose to the occasion reflected to some extent the tradition and background of the school itself through the years.*

*With this new honour, the reputation of the School is enhanced and the future of Halton Apprentices doubly assured. Through the medium of the Halton Magazine, which records their history, I would like to wish good luck to all Haltonians, past, present and future.*

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## EXAMINATION SUCCESSES

We are proud to record the following successes in public examinations attained by past and present Halton Apprentices:

### **Two-year Post-Graduate Course at the College of Aeronautics** Diploma with Distinction

| Name:                       | Specialisation                    |
|-----------------------------|-----------------------------------|
| 49434 Flt.Lt. D. T. Fisher  | Aircraft Economics and Production |
| 49526 Flt.Lt. K. F. Venn    | Aircraft Propulsion<br>Diploma    |
| 49427 Flt.Lt. J. B. Dowsing | Aircraft Economics and Production |

(These results are especially creditable because of the high standard of competition at the College, and because so few distinctions are given. All three of these officers passed out from No. 1 S. of T.T. with Class "A" passes in 1939.)

### **City and Guilds of London Institute Inter Examination in Instrument Maintenance, May 1952**

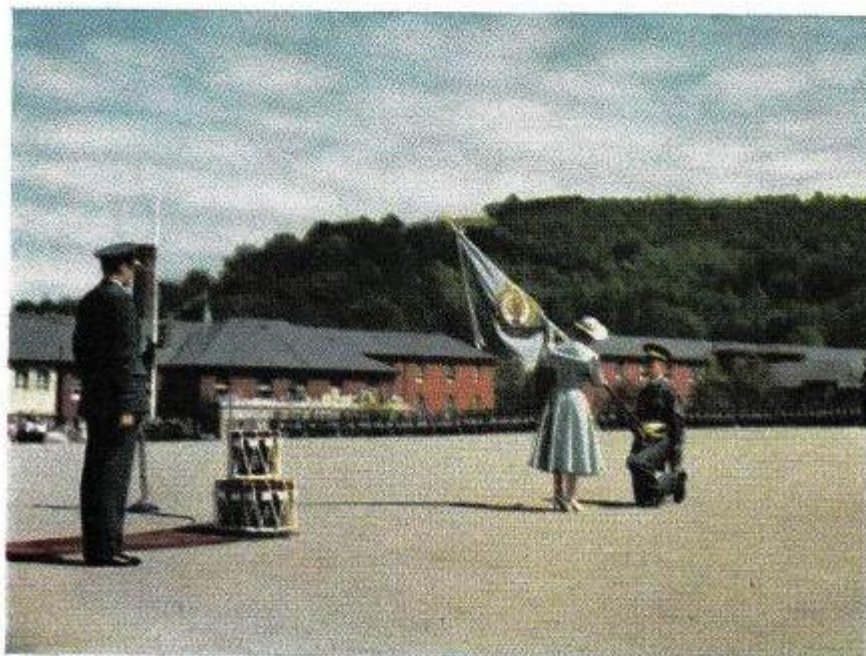
(This examination was the first of its kind ever held. The result included no "ordinary" passes.)

|                      |                       |
|----------------------|-----------------------|
| S/A/A Funnell (63rd) | 1st Class Certificate |
| A/A Hewett (63rd)    | 2nd Class Certificate |
| A/A Thomas (63rd)    | 2nd Class Certificate |
| A/A Davies (63rd)    | 2nd Class Certificate |
| C/A/A Watts (63rd)   | 2nd Class Certificate |
| A/A Broughton (64th) | 2nd Class Certificate |

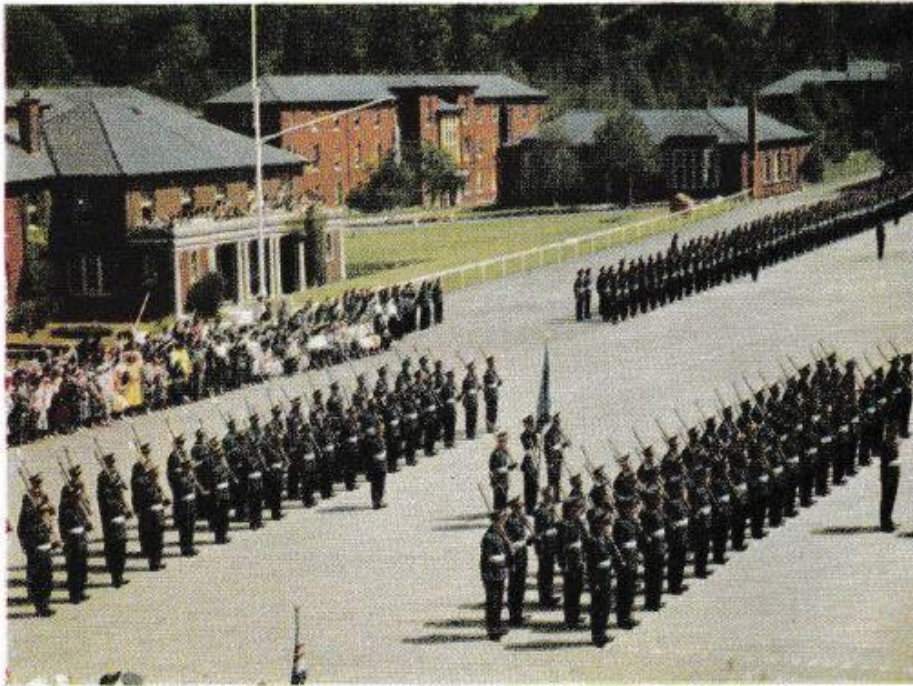




The Consecration of the Colour by the Chaplain-in-Chief



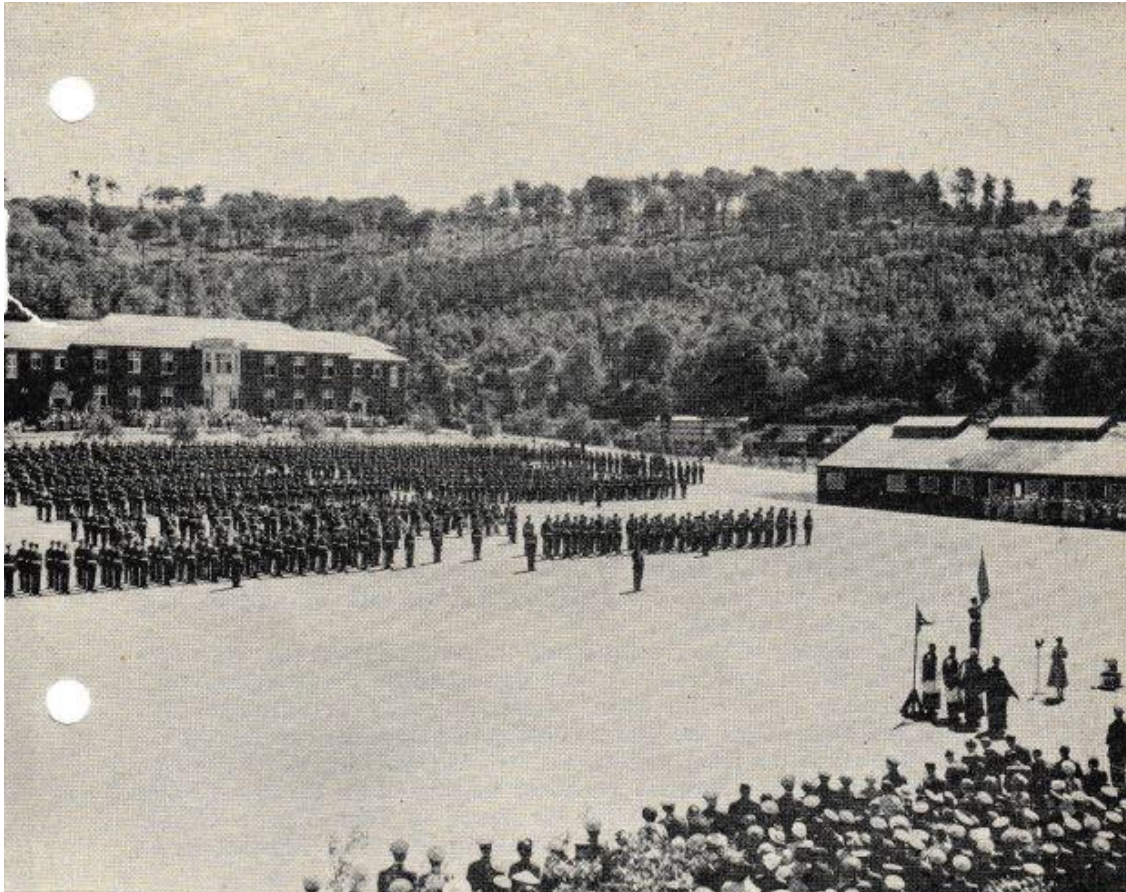
The Presentation of the Colour, S/A/A F.M.A. Hines (63rd Entry) receiving



The Escort Squadron about to march past in slow time



A general view of the Dais, the Royal Standard flying



PRESENTATION OF THE COLOUR  
BY HER MAJESTY QUEEN ELIZABETH II  
TO No. 1 SCHOOL OF TECHNICAL TRAINING  
ROYAL AIR FORCE, HALTON

*(Since there have been armed forces they have carried with them signs and symbols of their unity and strength. In the earliest records of our own military forces mention is made of Colours or Standards which were carried at the head of a Regiment and also showed troops where to rally round their leader. Such Colours soon acquired a religious significance as well, and became a symbol of fellowship with God. The modern ceremony of "Trooping the Colour" originates in the old observance of "Sending for and Lodging the Colour" dating back to the sixteenth century.*

*A Royal Colour is now a symbol of the trust reposed by the Sovereign in the Unit receiving it, an emblem of the Unit's achievements, the shrine of its traditions, and a reminder of the sacrifices and devotion of its earlier members).*

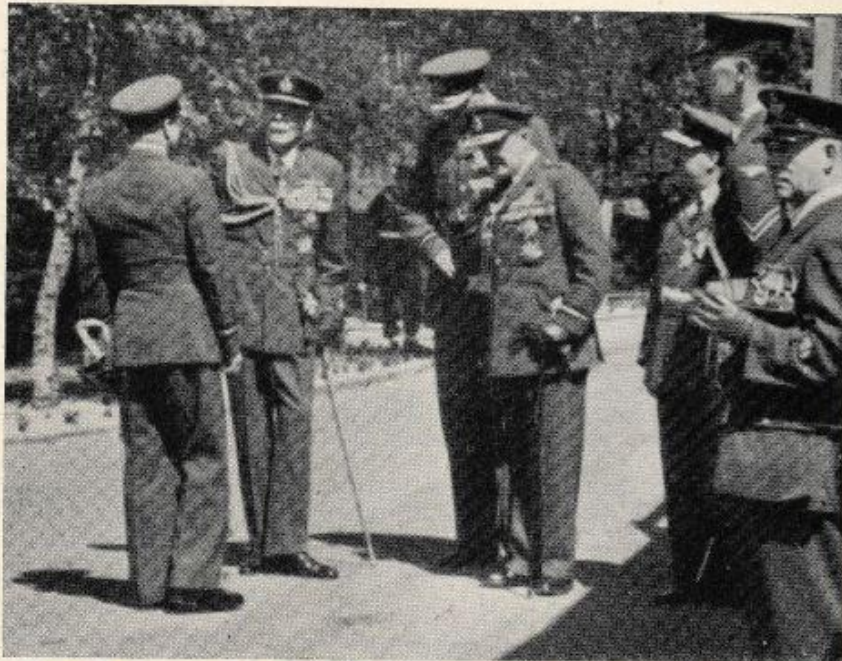
Friday, July 25th, will ever be treasured in Halton memories, for on that day, Her Majesty Queen Elizabeth II presented Her Colour to No. 1 School of Technical Training. Halton was especially honoured on that day as this was the first Colour to be received by an Apprentices' School.

The day began gloriously, the sun smiling its blessing on the high-symbolized scene; a blue ethereal sky pleasantly anticipating the azure blue of that Colour Her Majesty had graciously consented to present. Her Majesty drove to Halton in warm, brilliant sunshine, along roads lined by crowds, including thousands of schoolchildren, and Buckinghamshire's towns and villages were gay with flags.

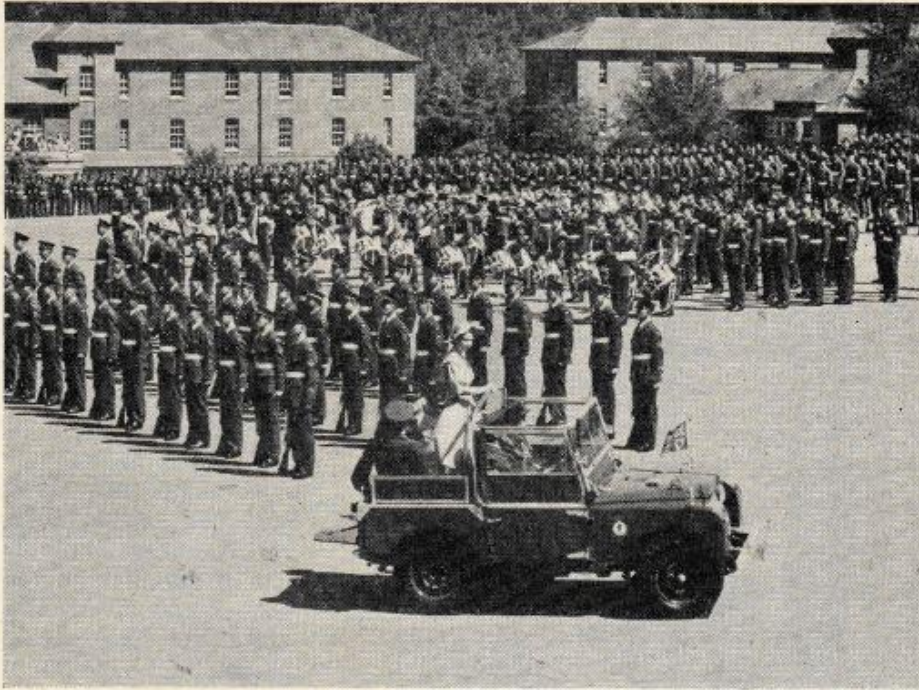
At Halton House, Her Majesty was met by the Lord Lieutenant of the County, the Lord Cottesloe, who presented Air Commodore J. G. W. Weston, C.B., O.B.E. (Commandant, Royal Air Force Halton) and Mrs. Weston, Lieutenant-Colonel T. R. P. Warren, M.B.E. (Chief Constable of Buckinghamshire) and Mrs. Warren, and Group Captain F. W. Judge (P.M.C. Halton House, Officers' Mess).

By 11.25 hours, the parade had marched on to the Henderson and Groves Parade Ground to the gay music of the pipes, the military bands and the fifes; the cased colour had been placed on the piled drums; the Senior Training Officer, Group Captain D. O. Finlay, D.F.C., A.F.C., himself an ex-Halton apprentice, had taken over command of the parade. One had time to look round on the scene. To the north, overlooking the parade, the spreading beauty of the Chiltern Hills. On the parade ground itself, 1,700 aircraft apprentices, standing at ease, proudly awaiting their Queen, their bayonets a gleam in the sun. Facing them, the Royal dais, draped in blue. There was a greater urgency in the dense crowds round the square now that the time was approaching for Her Majesty's arrival.

The cheering of the crowds along Groves Road was the first warning of the Royal approach. A hush descended on the parade ground, and a fanfare sounded the "Still" as Her Majesty's car turned towards the Royal Dais. When the Queen had alighted from her car the A.O.C.-in-C Technical Training Command, Air Marshal Sir Victor Groom, K.B.E., C.B., D.F.C., formally presented Marshal of the Royal Air Force Air Staff, Marshal of the Royal Air Force Sir John Slessor, G.C.B., D.S.O., M.C., and the A.O.C. No. 24 Group, Air Vice Marshal R. O. Jones, C.B., A.F.C.



L. to R.: The A.O.C.-in-C. Technical Training Command, Air Marshal Sir Victor Groom; Marshal of the Royal Air Force The Lord Trenchard; The Commandant, No. 1 School of Technical Training, Air Commodore J. G. W. Weston; The Chief of the Air Staff, Marshal of the Royal Air Force Sir John Slessor; The A.O.C. No. 24 Group, Air Vice-Marshall R. O. Jones.



"The Queen then drove slowly along the ranks"

Her Majesty, a radiant and charming figure in a silk taffeta coat frock in silver grey and a wide brimmed fine straw picture hat to match, then moved to the saluting base and received a Royal Salute from the massed parade.

After this the Parade Commander informed Her Majesty that the Escort Squadron and Main Parade were ready for inspection and Her Majesty walked down from the dais into a Land Rover flying the Royal standard, which had drawn up alongside. Standing in the motor wagonette, and accompanied by the Commandant and Parade Commander who sat on either side, the Queen then drove slowly along the ranks. Meanwhile the massed bands had commenced to play "Green Sleeves," that most English of English traditional melodies, symbolising the pastoral England of former Elizabethan days.

Her Majesty showed a keen and lively interest in all she saw. She was particularly amused by Lewis III, Halton's goat mascot, who, overcome by the heat, was asleep in the shade cast by the legs of his aircraft apprentice keeper. It ought to be added, to explain his lack of respect, that Lewis is little more than a "kid" and has only recently joined the Royal Air Force, coming in with the 71st Entry of apprentices, and, no doubt, after his three years' training, when he hopes to "pass out" as a Junior Technician, he will have learnt the respect due on these Royal occasions.

Upon the return of Her Majesty to the Saluting Base at the conclusion of the Inspection, the Queen's Orderlies marched out smartly, uncased the colour, revealing the Halton Crest and Motto embroidered on a background of azure blue, and placed it, draped, upon the Drums. Her Majesty having taken up her position behind the Piled Drums with the Commandant upon her right, there followed the consecration of the Colour by the Chaplain-in-Chief, Canon Leslie Wright, who, in scarlet robes, called down God's blessing on ourselves and on the Colour with the words:—



Her Majesty receives the Colour from the Commandant

man evil for evil, honouring all men and loving and serving the Lord.

Then came the dramatic moment to which all had looked forward: the Presentation of the Colour. Her Majesty, receiving the Colour from the Commandant, walked slowly forward to where Sergeant Apprentice F. M. A. Hines, the Colour Bearer, waited, kneeling, to receive it. The Queen placed the pike in the socket of the richly embroidered belt and the Colour Bearer, taking the Colour from Her Majesty, rose to attention and stepped back one pace. We had received our Queen's Colour.

Moving to the microphone, while the Colour Bearer and the Parade stood rigidly to attention, Her Majesty was then graciously pleased to address the Parade. In a voice heard clearly over the broadcast system Her Majesty recalled that the School was founded in the reign of King George V, her grandfather, by the foresight and inspiration of Lord Trenchard, and was the first to be built for technical training. "It is only right therefore," said Her Majesty, "that Halton should be the first apprentice school to earn the Colour." Continuing, Her Majesty referred to Halton's firmly established traditions of service and sacrifice. She concluded by saying that the Colour should be a reminder of the trust she placed in the Royal Air Force.

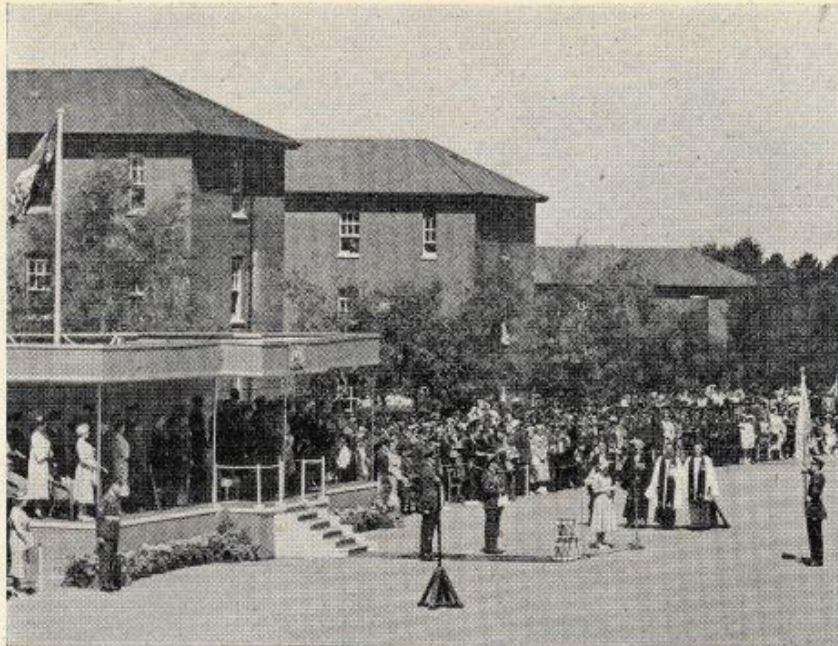
The full text of the Queen's speech is to be found facing the frontispiece portrait in this magazine.

"We are gathered here to consecrate this Colour, the solemn symbol of our loyalty, and with it ourselves, our service and our life. May this Colour never be unfurled save in the cause of justice, righteousness and truth."

Then, laying his hand on the Colour, the Chaplain-in-Chief prayed:

"To the Glory of God and as a symbol of our Fellowship with Him and with each other, we consecrate this Colour in the name of the Father and of the Son and of the Holy Ghost."

This was followed by the Lord's Prayer and finally all were asked by the Chaplain-in-Chief to go forth into the world in peace, with good courage, rendering to no



The Commandant then replied to Her Majesty as follows:—

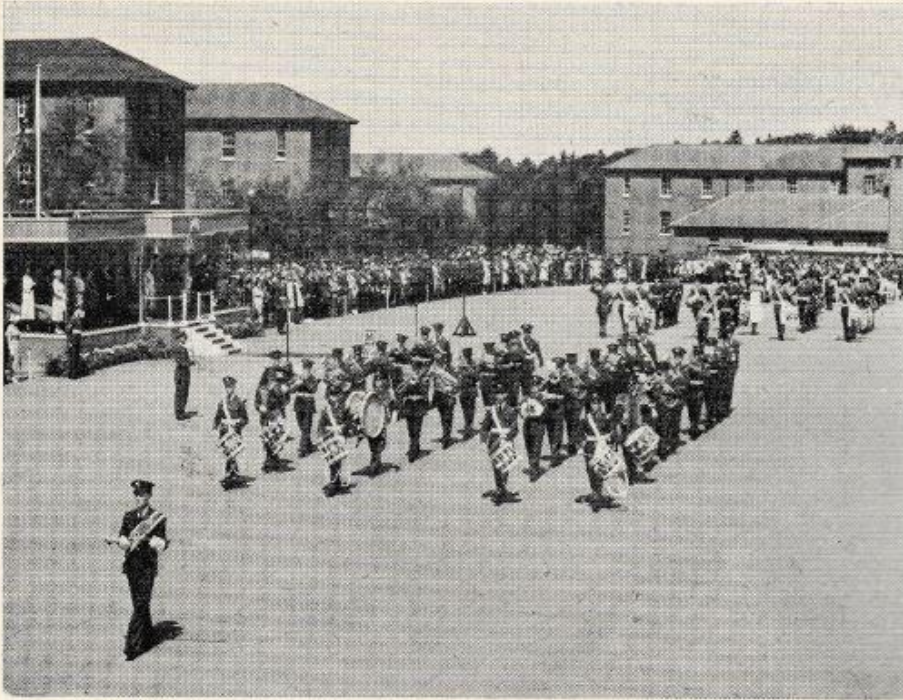
“Your gracious presentation of the Queen’s Colour to this school is an historic and inspiring occasion; historic since this is your Majesty’s first visit to Halton and because this is the first Queen’s Colour to be presented to an Apprentice School; inspiring since it shows a continuing confidence in the school and in the apprentices who have been trained here.

“The presentation of this colour will not only mark the great occasion of your Majesty’s visit but also the renewal of personal association between the Royal Family and this station, which remembers with pride the former visits of His Late Majesty King George VI and also visits of H.R.H. The Princess Royal and His late Royal Highness Air Commodore the Duke of Kent.

“Your Colour will ever be a symbol of inspiration to the Apprentices under training; of pride to those who have graduated; and of remembrance to those who have been called to a higher service.”

The General Salute was then given to the Colour which was marched to its position in the Escort Squadron in slow time, while the Massed Bands played the National Anthem. Upon the return of Her Majesty to the Dais the Escort Squadron marched past in Review in Slow Time followed by a march past in Quick Time, the Massed Band playing:—“Calvary of the Clouds” by Alford, “Elizabethan Echoes” by A. E. Simms, “The Royal Air Force March Past” by W. Davies and G. Dyson, and finally “The Standard of St. George” by Alford.

As the colour passed the audience stood, officers, warrant officers, Senior N.C.O.’s saluting, while gentlemen not wearing uniform removed their hats.



"The Parade marched past and off parade"



The Advance in Review Order



The Escort Squadron then resumed its position and the whole Parade advanced in Review Order and gave the Royal Salute, followed by "Three Cheers for Her Majesty." Caps were off and hands were raised in three loud resounding cheers. "The square resounded with the shouts and the hills re-echoed our joy." Immediately after the "Three Cheers" the parade marched past and off parade to the lively and inspiring marching tunes of "The Royal March Past" and the "March of the Halton Apprentices."



Her Majesty leaves the Parade Ground

On all sides we heard unanimous praise for the smartness, bearing, turn out and precision in the ceremonial drill of the Apprentices. The Press were particularly high in their praise, and one of them spoke of the "sheer perfection of the drill." The steadiness of the apprentices under the trying conditions and the heat was most impressive. As they marched off one recalled the lines:

"How light were our steps as saluting the colour  
We passed with our bayonets a gleam in the sun."

The Main Parade having marched off, the Supporting Squadrons were dismissed by Squadron Leader A. J. Akhurst, Halton's first aircraft apprentice. We thus saw the first apprentice give the last order and the final salute. A final word of praise for these Supporting Squadrons, who although not taking part in the Ceremonial drill, had to keep still under very trying conditions.

Her Majesty descended to the front of the Dais, where Warrant Officer Hoad, the Station Warrant Officer, and Warrant Officer Craddock, the Parade Warrant Officer, were presented.

Entering her car, Her Majesty then proceeded via Groves Road, Main Point, Upper Icknield Way and Main Point to Halton House. All along the route crowds of civilian spectators, including schoolchildren, gave Her Majesty a loyal and hearty welcome. These expressions of loyalty were acknowledged by Her Majesty who smiled happily and seemed to reserve a special greeting for the schoolchildren with their waving flags.

On arrival at Halton House, Her Majesty was received by the President of the Officers' Mess, Group Captain F. W. Judge, and after signing the Visitors' Book and two photographs, the Queen passed through into the Ladies' Room where all those guests who had been invited to luncheon at Halton House were presented to Her Majesty. Among these were several ex-Halton apprentices and a number of Halton officers and their wives.

After the Presentation, sherry was served in the South Drawing Room where Her Majesty spoke to Air Commodore Weston, and to Group Captain Finlay, about the Olympic Games, showing a lively knowledge and interest. Trumpets then proclaimed it was time to move into the Main Hall for luncheon. When the scene was set, a second trumpet call announced the coming of Her Majesty with the principal guests. With the Colour now lodged in an oak plinth to the North side of the Hall, it was a perfect setting for such an occasion. On Her Majesty's left was the Commandant and on her right the Air Officer Commander in Chief, Technical Training Command. The Chaplain-in-Chief said Grace and the luncheon followed.

After luncheon coffee was served on the Terrace where Her Majesty spoke to several Halton Officers and their wives. Her Majesty showed a keen interest in the Wing Organisation, the Educational side of the Apprentices' training and the Hospital. She also asked questions about the background of the apprentices, the significance of the coloured hat bands and the apprentices' welfare in general. This human approach is happily a characteristic of our Royal Family.

After coffee, Her Majesty proceeded to the North Drawing Room, where eight apprentices had the honour of being presented. These were the Apprentice Escort Squadron Commander, Flight Sergeant Apprentice L. W. R. Parkin, Sergeant Apprentice F. M. A. Hines (The Apprentice Colour Bearer), Leading Aircraft Apprentice R. Thomas of the New Zealand Royal Air Force, Sergeant Aircraft Apprentice K. S. Wijesieri of the Royal Ceylon Air Force, Aircraft Apprentice Proudfoot of the Southern Rhodesian Staff Corps, Aircraft Apprentice S. Durham of the Burma Air Force and, finally, Aircraft Apprentice N. P. Ram who comes from Fiji and is now in the Royal Air Force.

Her Majesty received the Apprentices with her customary charm and put them at ease straight away. Among other things, she asked them questions about their Service careers, and showed a keen interest in their homes. The overseas apprentices all agreed they would take back to their respective countries proud and happy memories of this great and unexpected honour that had been bestowed on them.

As the hour approached for the Queen to leave Halton House, a large crowd of officers and their wives gathered round the Main Entrance. At 14.40 hours the Royal Car drew up and Her Majesty prepared to take her leave, and those privileged to be near, saw thirteen-year-old Jennifer Weston present Her Majesty with a bouquet of blue orchids. Having taken leave of the Lord Lieutenant, the Air Officer Commanding in Chief and the Commandant and their ladies, Her Majesty entered her car and with a smile and a hand wave to the saluting officers and their wives, began her drive which was to take her past some of the airmen's married quarters and the Hospital. Proceeding by way of MacEwan Ride, Chestnut Avenue and Main Point, Her Majesty made a detour along Babington Road and through the Hospital Area and thence to Wendover. The route was lined from Chestnut Avenue onwards by apprentices, airmen and airwomen and as Her Majesty passed they showed their loyalty and affection by cheering. These cheers the Queen gracefully acknowledged. At the Hospital the Staff and patients gave Her Majesty a tumultuous welcome as she drove past.

Thus the Queen departed, leaving behind her, as always, an impression not only of Royalty but of personal graciousness and charm. It was a proud day for the founder of the school, Lord Trenchard, the school staff, and indeed for the whole Royal Air Force.



The Queen leaving Halton House

# PARADE STATE

*Air Officer Commanding-in-Chief Technical Training Command*  
Air Marshal Sir VICTOR E. GROOM, K.B.E., C. B., D.F.C.

*Air Officer Commanding No. 24 Group*  
Air Vice-Marshal R. O. JONES, C.B., A.F.C.

*Commandant Royal Air Force Halton*  
Air Commodore J. G. W. WESTON, C.B., O.B.E.

*Parade Commander*  
Group Captain D. O. FINLAY, D.F.C., A.F.C.

*Deputy Parade Commander*  
Wing Commander VISCOUNT ACHESON, O.B.E.

*Parade Adjutant*  
Squadron Leader E. N. BESWICK, M.B.E.

*Commander Escort Squadron*  
Flight Sergeant Apprentice L. W. R. PARKIN  
(The Escort Squadron was composed of apprentices of the  
Senior Entry, the 63rd)

*Colour Bearer*  
Sergeant Apprentice F. M. A. HINES

*Colour Escort*  
Sergeant Apprentice C. R. GRANT      Sergeant Apprentice R. A. GRANT

*Queen's Orderlies*  
Sergeant Apprentice B. J. MCGILL      Sergeant Apprentice B. E. POWER

*Officer Commanding No. 1 Apprentice Wing*  
Squadron Leader R. DUCKWORTH

*Officer Commanding No. 2 Apprentice Wing*  
Wing Commander L. ROSE

*Officer Commanding No. 3 Apprentice Wing*  
Squadron Leader H. DURELL

*Parade Warrant Officer*  
Warrant Officer T. V. CRADDOCK

*Officer In Charge Route Lining Personnel*  
Group Captain H. McC. WHITE, C.B.E.

*Station Warrant Officer*  
Warrant Officer C. E. HOAD, M.B.E.

*Bandmaster*  
Mr. S. A. HAMMOND

*The Consecration Service was conducted by*  
The Reverend Canon L. WRIGHT, C.B.E., Q.H.C., Chaplain-in-Chief

*assisted by*

The Reverend F. D. MORLEY, B.D., Q.H.C., Principal Chaplain, Methodist

The Reverend D. C. E. ROGERS, Senior Chaplain, Church of England

The Reverend J. JOHNSON, M.A., Chaplain, Methodist

## **SHORT REVIEW OF No. 1 SCHOOL OF TECHNICAL TRAINING**

The earliest association of Halton with the Air Branch of the Armed Forces of the Crown was in 1913 when the Army Manoeuvres of that year were carried out in the vicinity and a squadron of the newly formed Royal Flying Corps landed on a hill which is now the Maitland Parade Ground. The idea of a scheme for the training of Apprentices for later regular service in the Royal Air Force as skilled technicians, originated with Marshal of the Royal Air Force Lord Trenchard to whose ideas the Royal Air Force also owes the foundation of the Royal Air Force College, Cranwell.

A School of Technical Training (Boys) was founded at Halton in 1917, under the command of Colonel I. M. Bonham-Carter, who later became Air Officer Commanding Halton as Air Commodore I. M. Bonham-Carter, C.B., O.B.E. The present apprentice scheme at Halton commenced in 1922, the first entry arriving in January.

In 1920 No. 2 School of Technical Training (Boys) was founded at Cranwell. This school continued its separate identity until the summer of 1926 when all Cranwell Apprentices, other than those under training for Electrical and Wireless trades, were transferred to Halton. Although the trade training of Apprentices at both Halton and Cranwell has changed to keep in step with the development of the Royal Air Force, and the training of Electrical Fitters has been transferred to Halton, the division of responsibility which gave to Cranwell the training of Signals Apprentices and to Halton the training of all other technical apprentices, has continued since 1926.

In 1917 the war time hutments began to be replaced by more permanent buildings and Halton House became the Officers Mess. Since then the transformation of the original scattered hutted camp into the large permanent Royal Air Force Station of today, has proceeded steadily. The Henderson and Groves Parade Ground, on which the Queen's Colour was presented, and the surrounding Barrack Blocks, Dining Halls and Institutes were completed in 1922. In this year, his late Majesty King George VI, as H.R.H. The Duke of York, inspected the new Barrack Blocks and took the Salute at a March Past of Apprentices. His late Majesty also visited Halton on April 14th, 1939, when he inspected the latest Workshop building, known as "New Workshops."

On October 31st, 1927, H.R.H. Princess Mary, Countess Lascelles, opened the new Hospital buildings. To mark the occasion the Hospital is called Princess Mary's Royal Air Force Hospital, Halton. H.R.H. The Princess Royal again visited Halton on November 1st, 1948, to mark the coming-of-age celebrations of the hospital.

Air Commodore H.R.H. the late Duke of Kent inspected the Air Training Cadet Camp and the Apprentice Workshops on June 19th, 1942.

From its foundation to the outbreak of World War II, No. 1 School of Technical Training trained and passed into the Service of the Royal Air Force an increasing number of apprentices. During the war the School continued to train apprentices but in August, 1939, the length of Apprentice training was reduced to 2 years and a small number of Naval Apprentices was taken under training. In August, 1943, however, the training period was restored to 3 years, at which length it has remained. During 1944 and 1945, a number of Polish Apprentices were taken under training.

On May 25th, 1945, the 25th Anniversary of the inauguration of the Royal Air Force Apprentice Scheme was celebrated at Halton, the Inspecting Officer being Marshal of the Royal Air Force, Lord Trenchard who, as the then Chief of the Air Staff, had inspected the first entry of Apprentices to graduate from the School in 1925.

In the immediate post World War II period, voluntary recruitment to the apprentice scheme was much below requirements. Numbers are, however, increasing and today there are 2,000 apprentices under training. Although prior to 1939 a small number of boys came regularly to the School from overseas for training the number has increased during the past 5 years. At present Apprentices from the following countries are under instruction: Pakistan, New Zealand, Ceylon, Southern Rhodesia, and Burma.

Some 21,500 Apprentices have graduated from Halton since the School was founded of which upwards of 4,000 have received Commissions in various branches of the Royal Air Force. A number of those commissioned have achieved Air Rank.

The honours awarded to ex-Apprentices from Halton include the V.C. to Sergeant Thomas Gray (20th Entry), (posthumously), 1 G.C., 1 C.B., 2 C.B.Es., 24 D.S.Os., 28 O.B.Es., 93 M.B.Es., 183 D.F.Cs., 91 A.F.Cs., 6 G.Ms., 256 D.F.Ms., 41 A.F.Ms., 147 B.E.Ms., as well as a number of foreign decorations. There have been over 1,800 mentioned in Despatches.

The aim of the School is to produce the highest class of technical tradesmen to service Royal Air Force aircraft and equipment.

*(All photographs by Air Ministry Photographic Reproductions Branch).*



## WING NOTES

### NO. 1 (A) WING

At the time of writing many of our Apprentices have joined their entries in Nos. 2 and 3 Wings. Reorganisation, so long in the air, has at last taken place and those who have left join in expressing their appreciation and sincere thanks to the officers and permanent staff for all they have done for us since our arrival at Halton. We welcome those of the 65th and 68th Entries who have now joined us and hope to report on their reactions to the change in the next issue.

During this term we have said goodbye to friends of the 62nd Entry. We were all delighted at the award of a Technical Cadetship to the very popular S/A/A Brine. May he continue to produce the excellent results he achieved here. Reports received show that others of our 62nd Entry are wasting no time. Scaife is at present awaiting the result of an Aircrew Selection Board and Rowland and Aspin are soon to take a Course at Cardiff Technical College.

It is pleasing to note that our Wing again had the honour of providing the Flight Sergeant Apprentice. Though the promotion of Parkin took place after the migration of the 63rd Entry to No. 3 Wing we feel justly proud in claiming him as "one of ours," making the fourth F/S/A/A in succession. Hearty congratulations to F/S/A/A Parkin. All envy him the honour of being in charge of the Escort Squadron at the Queen's Colour Presentation Parade.

In anticipation of the Wing reorganisation, we welcomed the whole of the 71st Entry on their arrival at the beginning of term. They quickly settled down and were all up to standard at the end of their three weeks' initial training. Judging by some of the peculiar haircuts seen, Judo would appear to have a strong following from the 71st. A/A Glover has shown great promise in Athletics.

The 68th Entry gave a very favourable report of their visit to Summer camp at Woodvale. After being placed last in the first inspection there, they gained first place in all subsequent inspections—and were awarded a large fruit cake for their efforts!

Between Rehearsal for the Queen's Colour Presentation and the 63rd Graduation Parade all are looking forward to Summer Leave. Many are the plans that have been made and from all accounts the Holiday Camps will again be very popular, and quite a number of us are to spend part of leave on the Continent. To the Pakistan Apprentices, who will be spending their leave at home for the first time since they came to Halton, we wish them a pleasant journey and a happy re-union with their relatives and friends. Those who return will, we hope, bring news of our 63rd Entry friends who will be remaining in Pakistan following Graduation.

There have been some good performances in the Summer games and activities: 'A' Squadron shooting team, L/A/A's Limby, Eves, and Howell and A/A Wilson-Apperson won the Apprentice Squadron Championship at Bisley. Limby also won the Apprentice Individual Shoot. S/A/A Brewer, L/A/A James and A/A's Coe and Sumanasekara have been outstanding in Cricket. A/A's Reid, Moore, Hedges and L/A/A Laurie have been awarded School Colours for Swimming. The road

walking team continues its successes and in particular A/A Haynes is congratulated on becoming the Apprentice Champion with "Tiny" Bridgeman as the star of the Juniors. A/A's Buick, Levitt, Rooke, Upfield, Glover and L/A/A's Murray and Bunting were outstanding in Athletics. The Aeromodellers too have had a successful term. C/A/A Luesley and A/A's Richards, Pickford, Neat and Berridge gained medals in the Command Championships.

Once again we have changes in our Permanent Staff. Our Commanding Officer, Wing Commander L. D. Dadswell, who has so ably directed our efforts for the past two years, is leaving to take up an appointment in the U.S.A. We wish him the best of good fortune in his new duties and remember the fine achievements of our Wing under his guidance. Squadron Leader Wall, M.B.E., has also left us, on retirement. We have indeed been fortunate in having such an experienced Training Officer to help us in our work and may he enjoy a well earned rest after his 37 years of service. Congratulations to Flight Lieutenant H. S. Smith upon his promotion to Squadron Leader. He too carries with him our best wishes for his future in Bomber Command.

We now look forward to the continuation of the Wing's good records and achievements under the guidance and supervision of Wing Commander D. H. Grundy, an ex-Halton Apprentice himself who will be taking up his post as Commanding Officer, No 1 (A) Wing during August. In conclusion, as always, "there is only One Wing."

#### **NO. 2 (A) WING**

After months of uneasy waiting the threat of re-organisation has at last been realised. This event which was anticipated by many with alarm and foreboding passed off so quietly as to be almost an anti-climax. Apprentices left the wing, different apprentices arrived to take their places and the routine carried on with hardly a falter. In fact the only faltering was by the boys who had to carry their kit up the steps opposite the Henderson and Groves Guardroom. The day was warm and the kit was heavy and the steps overnight had become longer and steeper than ever before, so a little faltering was perhaps excusable. To all who have left 2 Wing we wish good luck and hope they have some happy memories, and to those who have joined us we bid welcome.

2 Wing Cookhouse reports that for some days after the move they served many more meals than there were mouths on the strength of the Wing. It would seem that apprentices who had been banished to the outer darkness of the other wings had nostalgically and apparently ravenously returned for their meals. All very flattering to 2 Wing Cooks of course, but hardly the form of flattery they are likely to appreciate.

In the period under review there have been as usual some staff changes. Flt. Lt. Colston has arrived from Bomber Command. After a short spell in 3 Sqn. he has now taken command of 2 Sqn. During the war Flt. Lt. Colston served in the Fleet Air Arm. He has so far remembered not to call Icknield coaches liberty boats but rumour has it that one night as Wing Duty Officer he was seen in the N.A.A.F.I. carrying a telescope and looking for leaks in the reading room bulkhead. Flt. Lt. Colston is one of the selectors for the R.A.F. swimming team. We welcome also Flt. Lt. Simpson from Central (Signals) Establishment. Flt. Lt. Simpson, not to be outdone by Flt. Lt. Colston, started his Halton career in 2 Sqn. but has now moved to 3 Sqn. Flt. Lt. Simpson is a New Zealander. He has, so far as we know, not yet referred to anybody as a "Joker" but we look with confidence to Flt. Lt. Simpson to improve the standard of rugby in the wing next season.



Another new arrival on the Wing is Sgt. Taylor. To keep in the fashion, he too moved from Squadron to Squadron but has now settled down in 2 Sqdn. where his impressive physique and bearing must surely inspire apprentices to take a keener interest in P.T.

Warrant Officer Devereux has left "A" Squadron on Posting to R.A.F. Pershore. Whilst he will be missed by the apprentices in his Squadron he will also be missed in the Sergeants' Mess where, as befitting an Irishman, he was known to take an interest in horse racing and to have brought off some modest coups from time to time.

Another departure was A.C. Tate, the 2 Sqdn. runner. Tate has left the Service and returned to his civilian occupation as a window dresser. No doubt his talents were fully employed in 2 Sqdn. on the occasion of the Wing Commander's inspection.

Flt.Lt. Davey will be leaving 3 Sqdn. shortly to return to flying duties. He goes to Central Flying School to become a flying instructor.

Fg.Off. Waddingham has done his allotted span at Halton and expects also to return to flying duties in the near future. We take the opportunity of offering hearty congratulations to him. The Wing's most eligible bachelor officer has at last become engaged to be married.

The Wing Sergeants' Mess held a dance in July which was thought by many to have been the most enjoyable function for a long time. The Sergeants, with typical generosity, carefully arranged that Sqn.Ldr. Akhurst won a spot prize. One of the highlights of the evening was when Flt.Lt. Searles was prevailed upon, after suitable modest protestations, to give his popular rendering of "Phil the Fluters Ball."

A Physical Training Team from the 70th Entry has given several fine external performances, and are booked for others. The high standard reached brings great credit to Flt.Lt. Jones, instructor Sgt. Devey, and lastly, though by no means least, the apprentices themselves by their pride and effort.

Although the 63rd Entry is not now in 2 Wing we wish them luck when they leave and congratulations on their graduation. We offer special congratulations to S/A/A Hines who has been selected as Colour Bearer for the Queen's Presentation. Sgt. Hines was until recently in 2 Wing so we claim some credit for producing this outstanding apprentice. We are also proud to announce that S/A/A McGill of 64th Entry has been selected as one of the Queen's Orderlies.

### **NO. 3(A) WING**

Our first duty in this term's issue is a pleasant one, and that is to welcome the Airframe, Armament and Engine elements of the 63rd, 66th and 69th Entries to the Wing. The slight upheaval that this re-organisation of Wings has caused will soon be smoothed out, and it is hoped that our Entries will enjoy their new environment even more than in the earlier days of training. The advantages of having complete Entries together in a Wing must be obvious to all. Here we have the opportunity to build up a really great "esprit de corps" in each Entry. They will train in workshops and schools at the same time and our B.K. teams will not only have the incentive of inter-Wing competition, but will also have the Entry versus Entry spirit. As each senior Entry in each Wing reaches its final term, all trades will be together, thus assisting in the rehearsals and administration of graduation. We shall have an Entry graduating in July each year and they will be replaced by the junior Entry after the summer leave.



In the summer term we said farewell to the 62nd Entry and we offer hearty congratulations to Aircraft Apprentice Midlane on winning the Crebbin-Robinson Cup for the best test job. By the time this issue is in print, we will have also seen the 63rd Entry graduate, and it is regretted that our congratulations to prize winners will again have to be recorded long after the honours have been gained. Nevertheless, let us wish a belated "Good Luck and God Speed" to the 63rd Entry in their post training careers.

We have been fortunate in not having many changes in our staffs during the past term, but we lost a good friend when Squadron Leader F. C. Woolley, M.B.E., decided to become an active "plumber" once again. He is not lost to us completely as he has taken over the duties of Officer i/c Technical Training on the retirement of Squadron Leader F. Wall, M.B.E. Let us take this opportunity of welcoming Squadron Leader C. H. Lang on his appointment as Officer Commanding No. 3 Squadron.

Our news from the Workshops will have to be limited this time to the Electrical and Instrument Sections, as our other trades have been with us for too short a time for any information to be forthcoming. A great step forward has been achieved in the ever-present problem of bringing workshops and schools syllabi into line with the introduction of the new Workshop Training Syllabus for the Electricians. Basically, the syllabus has been revised and re-arranged so that apprentices will know something of the mysteries of electricity through instruction at school prior to the practical applications at workshops.

During the summer term the 63rd Entry had two visits as part of their training programme. A party of Electrical Fitters visited Rotax Ltd., and gained an insight into the design, development and production problems associated with Service electrical equipment as well as seeing for themselves that there are more complicated machine tools in use other than lathes and drilling machines. The instrument fitters also had a very interesting and instructive visit when they studied the constructional and servicing problems of aircraft and marine instruments at the Sperry Gyroscope factory.

We have heard that the Basic Instructors have made a shield, and this is to be presented to the class making the best progress during each term. This is an excellent idea, and it is hoped that all classes will make a great effort in their work in order to gain the honour of holding the shield.

The Electrical Section are now without Warrant Officer Gibbons as he has "received his bowler hat." Despite his short stay in the sec-



## GRADUATION PARADE OF THE 63<sup>RD</sup> ENTRY

Air Marshal Sir Victor E. Groom, K.B.E., C.B., D.F.C., Air Officer Commanding in Chief, Technical Training Command, visited Halton on 31st July to review the 63rd Entry at their Graduation Parade. He was accompanied by Air Vice-Marshal R. O. Jones, C.B., A.F.C., Air Officer Commanding No. 24 Group; Air Commodore J. G. W. Weston, C.B., O.B.E., Commandant No. 1 School of Technical Training; Group Captain D. O. Finlay, D.F.C., A.F.C., Senior Training Officer; and Wing Commander Viscount Acheson, O.B.E., Officer Commanding No. 3(A) Wing.

After inspecting a Guard of Honour formed from members of the 65th Entry under C/A/A P. E. Newton the Reviewing Officer went to the Henderson Parade Ground where the Parade was forcefully commanded by F/S/A/A L. W. R. Parkin.

Afterwards the Commandant read his report to visiting officers, members of the 63rd Entry, and their friends and parents. He began by referring to the departures of our A.O.C.-in-C., Air Marshal Sir John Whitworth Jones, K.C.B., C.B.E., and of our A.O.C., Air Vice-Marshal R. O. Jones, C.B., A.F.C. He wished them both all good fortune in their new appointments.

After a brief description of the Apprentice Scheme he turned to the 63rd Entry. Their Graduation was of great historic importance at Halton for two reasons. They had formed the Escort Squadron at the Colour Presentation and had consequently been the first to parade the

Colour on Graduating, and secondly the Entry contained the first Pakistan Apprentices to pass out from Halton.

Because of slightly different standards he considered the R.A.F. and R.P.A.F. Apprentices separately. The English apprentices gained the highest average mark yet recorded under the new trade structure, in practical and theoretical examinations on technical subjects. The Instrument Fitters (Navigation) did best overall. Nevertheless the number of failures showed that the standard was being kept high.

The Pakistan apprentices had rather lower marks, chiefly because of initial language difficulties, but they had worked hard and cheerfully, and one of them, L/A/A Chaudhry, passed out top of all Electrical Fitters (Air) of both nationalities.

The Entry also did well in sport, 21 obtaining School Colours, and several playing for the Station and higher formations.

Air Marshal Groom, after presenting the prizes, addressed the Entry. He praised the standard of drill at the Colour Presentation and at the Graduation. As he had watched these parades he had remembered the words of a Station Commander in Egypt whom he had congratulated on the standard of a parade—"I am fortunate," the Station Commander had said, "to have on this Station a number of apprentices from Halton." "That Station," said Air Marshal Groom, "was over a thousand strong and I don't suppose the number of apprentices on it was more than a fraction of the total strength, but it illustrates the high level and standard we expect of you at Halton—and the way it permeates through the whole R.A.F."

Amid cheers and clapping he then referred to the Pakistan apprentices now graduating. It was a great pleasure to see them graduate, just as it had been to work with them while they were at Halton.

He congratulated the Entry on their good fortune in spending three years in perfect surroundings at Halton. Other stations, unfortunately, might not come up to the standard of convenience to be found here, but if the graduates took their chances they would continue their training efficiently on any station, and fit themselves for higher rank and responsibility. For educational and technical facilities are available on every station in the service.



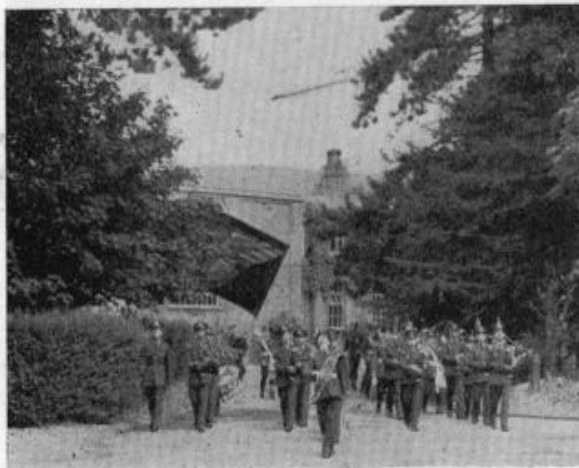
The Colour being paraded at a Graduation for the first time



Above all they should aim for reliability. "I think," said Sir Victor, "that the surest road to reliability lies in justifiable pride. I hope you will take a pride in yourselves, the way you are turned out, and so on, but above all, particularly, in the work you do. Be ashamed to offer up anything that is second or third rate."

On the other hand they should not fear to take some risks. "Any man who never made an occasional mistake never made anything worth while." But it was still their responsibility to do their best, and, certainly, never to repeat a mistake.

Sir Victor ended by addressing the graduates' parents who had given their sons to the Service. There were unlimited opportunities for advancement and for service to the country and to the Royal Air Force, and he joined most sincerely with parents in wishing the 63rd Entry all good fortune in their future.



The comic parade near the Schools

The visitors streamed out of the gymnasium, making a colourful picture in the bright sunlight. In particular we were pleased to see a romantic brightness in the saris of the ladies from Pakistan whom we were pleased to welcome for the first time at a passing out of their own apprentices. Then the 63rd Entry fell in for their customary comic parade round the station, and as their bands

played them off another great occasion for Halton came to an end.

## 2011 CADETSHIPS ENTRY LIST

Sergeant Apprentice HINES      Llandrindod Wells County Grammar School  
 Corporal Apprentice PAPWORTH      Huntingdon Grammar School

### PRIZEWINNERS 63rd ENTRY

HIGHEST IN ORDER OF MERIT T.S. PRACTICAL FITTING TEST  
 (WINNER OF CREBBIN—ROBINSON CUP)

A/A HEWETT      Gosport Central School

HIGHEST IN ORDER OF MERIT IN GENERAL STUDIES  
 (WINNER OF ELLIOT MEMORIAL PRIZE PRESENTED BY R.Ac.S.)

L/A/A HEADLAND      Ashford Grammar School

MONSIGNOR BEAUCHAMP PRIZE (BEST ALL ROUND APPRENTICE)

F/S/A/A PARKIN      Clark's College, Ilford

AZHAN MEMORIAL SHIELD FOR BEST ALL ROUND R.P.A.F. APPRENTICE

L/A/A A.M. CHAUDHRY

HIGHEST IN ORDER OF MERIT (ALL SUBJECTS)

S/A/A HINES      Llandrindod Wells County Grammar School

HIGHEST IN ORDER OF MERIT (GENERAL SERVICE EFFICIENCY)

1st F/S/A/A PARKIN      Clark's College, Ilford

2nd S/A/A REDSTON      Stockport Grammar School

HIGHEST IN ORDER OF MERIT (EDUCATIONAL SUBJECTS)

1st S/A/A HINES      Llandrindod Wells County Grammar School

2nd S/A/A FUNNELL      Varndean Grammar School

HIGHEST AVERAGE FOR PRACTICAL FITTING OVER THREE YEARS' COURSE

A/A HOULE      South Devon Technical School

BEST TRADESMEN IN TRADE STANDARDS TEST

Airframe Fitter: S/A/A HINES      Llandrindod Wells County G.S.

Engine Fitter: C/A/A BOWIE      Castleford G.S.

Armament Fitter: A/A NEWHOLM      Plaistow G.S.

Electrical Fitter (A): L/A/A CHAUDHRY      Pakistan

Electrical Fitter (G): C/A/A McCONNACHIE      Turriff Academy

Instrument Fitter (N): A/A HEWETT      Gosport Central School

Instrument Fitter (G): S/A/A FUNNELL      Varndean G.S.

### SERGEANT APPRENTICES 63rd ENTRY

|                 |              |  |
|-----------------|--------------|--|
| Flight Sergeant | PARKIN       | Clark's College, Ilford                  |
| Sergeant A/A    | REDSTON      | Stockport Grammar School                 |
| " "             | NASH         | Dunstable Grammar School                 |
| " "             | HINES        | Llandrindod Wells County Grammar School. |
| " "             | GRANT, R. A. | Sidcup County Grammar School.            |
| " "             | GRANT, C. R. | Sidcup County Grammar School.            |
| " "             | FUNNELL      | Varndean Grammar School                  |
| " "             | BREWER       | Farnham Grammar School                   |
| " "             | ANWAR, M.    | Royal Pakistan Air Force                 |

# ENTRY POSTING LIST

## 63rd ENTRY POSTING LIST (IN ORDER OF MERIT)

|  |  |  |   |
|--|--|--|---|
| <p>Hines, F. M. A.<br/>Funnell, W. B.<br/>Newholm, K. V.<br/>Redston, G.<br/>Bowie, D.<br/>Richardson, S. G.<br/>Lockhart, C.<br/>Nash, L. A.<br/>Blake, V. R. H.<br/>Papworth, P. M.<br/>McConnachie, J. D.<br/>Brewer, A. S.<br/>Henderson, J. R.<br/>Watts, J. S. H.<br/>Holford, R. E.<br/>Thomas, J. C.<br/>Thomas, D. R.<br/>Hewett, A.<br/>Harvey, D. J.<br/>Littlehales, F.<br/>Reffell, J.<br/>Waggett, A. V.<br/>Davies, M. G.<br/>Houle, D. S.<br/>Youldon, K. C.<br/>Headland, J. K.<br/>Bennett, R. O.<br/>Grant, R. A.<br/>Steer, D.<br/>Grant, C. R.<br/>Stiles, M. J.<br/>Williams, R. J.<br/>Horsfield, J.<br/>Dunstan, M. C.<br/>Oakshott, G. H.<br/>Williams, D. E.<br/>Rodgers, A.<br/>Pelling, A. H.<br/>Lethbridge, M.<br/>Cridland, J.<br/>Smith, M. F.<br/>Elliot, J. T.</p> | <p>M.O.S. Farnborough<br/>North Weald<br/>49 M.U. Colerne<br/>60 M.U. Rufforth<br/>St. Eval<br/>205 A.F.S. Driffield<br/>49 M.U. Colerne<br/>2 A.N.S. Thorney Isl'd<br/><br/>Kinloss<br/>39 M.U. Colerne<br/>Lyneham<br/>Upwood<br/>49 M.U. Colerne<br/>Upwood<br/>605 Sqdn. Honiley<br/>664 A.O.P. Hucknall<br/>Waterbeach<br/>613 Sqdn. Ringway<br/>St. Eval<br/>St. Eval<br/>H.C.M.S.U. Honiley<br/>Benson<br/>2 A.N.S. Thorney Isl'd<br/>39 M.U. Colerne<br/>Lyneham<br/>C.F.S. South Cerney<br/>60 M.U. Rufforth<br/>C.F.S. South Cerney<br/>Benson<br/>Scampton<br/>203 A.F.S. Driffield<br/>Old Sarum<br/>B.T.U. West Freugh<br/>6 F.T.S. Ternhill<br/>60 M.U. Rufforth<br/>Tangmere<br/>St. Eval<br/>614 Sqdn. Llandow<br/>Lyneham<br/>Lyneham</p> | <p>Parkin, L. W. R.<br/>Dennis, M. R.<br/>Clewer, D. M.<br/>Cruikshank, J. A.<br/>Hicks, D. J. B.<br/>Larkin, D. E.<br/>Lock, F. J. C. H.<br/>Weeks, J. F.<br/>Barker, A. H.<br/>Blackney, M. J.<br/>Roberts, T.<br/>Exton, D. E.<br/>Claydon, W.<br/>Lawrence, R. C.<br/>Booth, D. J.<br/>Berry, G. S.<br/>Harris, K. T.<br/>Moys, B.<br/>Stagg, J. E.<br/>Parker, P. R.<br/>Bradley, P. L. F.<br/>Colley, B. O.<br/>Piper, R. D.<br/>Tarry, D.<br/>Keen, I. R.<br/>Money, R. W.<br/>Brooks, S. V.<br/>Cass, P. E.<br/>Thomas, P. E.<br/>Edwards, B.<br/>Till, D. J.<br/>Durrant, P. G.<br/>Rushton, W. L.<br/>Blondel, N. V.<br/>Carragher, P. C.<br/>White, G.<br/>Cowman, R. V.<br/>Leggatt, A. S.<br/>Richards, R. J.<br/>Turner, R.<br/>Dowler, P. J.<br/>Gardiner, N.</p> | <p>North Weald<br/>39 M.U. Colerne<br/>60 M.U. Rufforth<br/>63 M.U. Edsell<br/>M.O.S. Farnborough<br/>M.O.S. Farnborough<br/>49 M.U. Colerne<br/>Lyneham<br/>St. Eval<br/>32 M.U. St. Athan<br/>Duxford<br/>Horsham-St.-Faith<br/>49 M.U. Colerne<br/>Manby<br/>Linton-on-Ouse<br/>St. Eval<br/>M.O.S. Farnborough<br/>39 M.U. Colerne<br/>North Weald<br/>Watnall<br/>Lyneham<br/>39 M.U. Colerne<br/>Odiham<br/>60 M.U. Rufforth<br/>Odiham<br/>7 F.T.S. Cottesmore<br/>St. Eval<br/>39 M.U. Colerne<br/>Aldergrove<br/>Lyneham<br/>39 M.U. Colerne<br/>Aldergrove<br/>49 M.U. Colerne<br/>2 A.N.S. Thorney Isl'd.<br/>West Raynham<br/>Lyneham<br/>60 M.U. Rufforth<br/>39 M.U. Colerne<br/>Tangmere<br/>49 M.U. Colerne<br/>Buxforth<br/>60 M.U. Rufforth</p> |
|--|--|--|---|

## EX-62nd ENTRY GRADUATES

|   |  |  |                            |
|---|--|--|----------------------------|
| <p>Cardy, K. T.<br/>Fox, J. S.<br/>Gower, R. E.</p> | <p>Lyneham<br/>Lyneham<br/>Lyneham</p> | <p>Stagg, A. J. F.<br/>Livingstone, A.</p> | <p>Lyneham<br/>Lyneham</p> |
|---|--|--|----------------------------|

## R.P.A.F. GRADUATES (IN ORDER OF MERIT)

|   |   |  |   |
|---|---|--|---|
| <p>Chaudhry, M. A.<br/>Yunis, M.<br/>Anwar, M.<br/>Ghafoor, A.<br/>Khalil, A.<br/>Malik, M. A.<br/>Ishrat, M.<br/>Hashmi, S. A.</p> | <p>Ali, W.<br/>Amir, M.<br/>Bilal, M.<br/>Zar, M.<br/>Qadir, G.<br/>Khan, M. A.<br/>Aslam, M.<br/>Khan, H. M.</p> | <p>Rehman, A.<br/>Baksh, M.<br/>Barda, G.<br/>Mirza, M. H.<br/>Ashraf, M.<br/>Khan, W.<br/>Khan, A. U.<br/>Sani, M. A.</p> | <p>Hassan, S. Q.<br/>Shabar, G. K.<br/>Ali, S. M.<br/>Jan-Jua, R. T. H.<br/>Sadiq, M.<br/>Nazir, R.</p> |
|---|---|--|---|

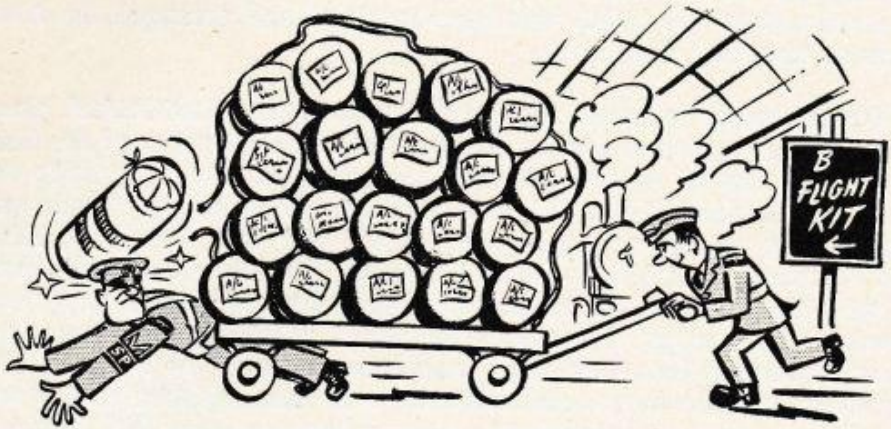


Sergeant Apprentices of the 63rd Entry



Prize-winners of 63rd Entry





## FARNBOROUGH 1952



The record-breaking Canberra



The Bristol Type 173 Twin-Rotor Helicopter



The Blackburn "Universal" Freighter



The Bristol "Britannia"

Photographs by A/A L. J. MILLS (65th)

## AND THE SCENE AFTER THE TRAGIC ACCIDENT



Apprentices cordon off the wreckage of the D.H. 110.

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