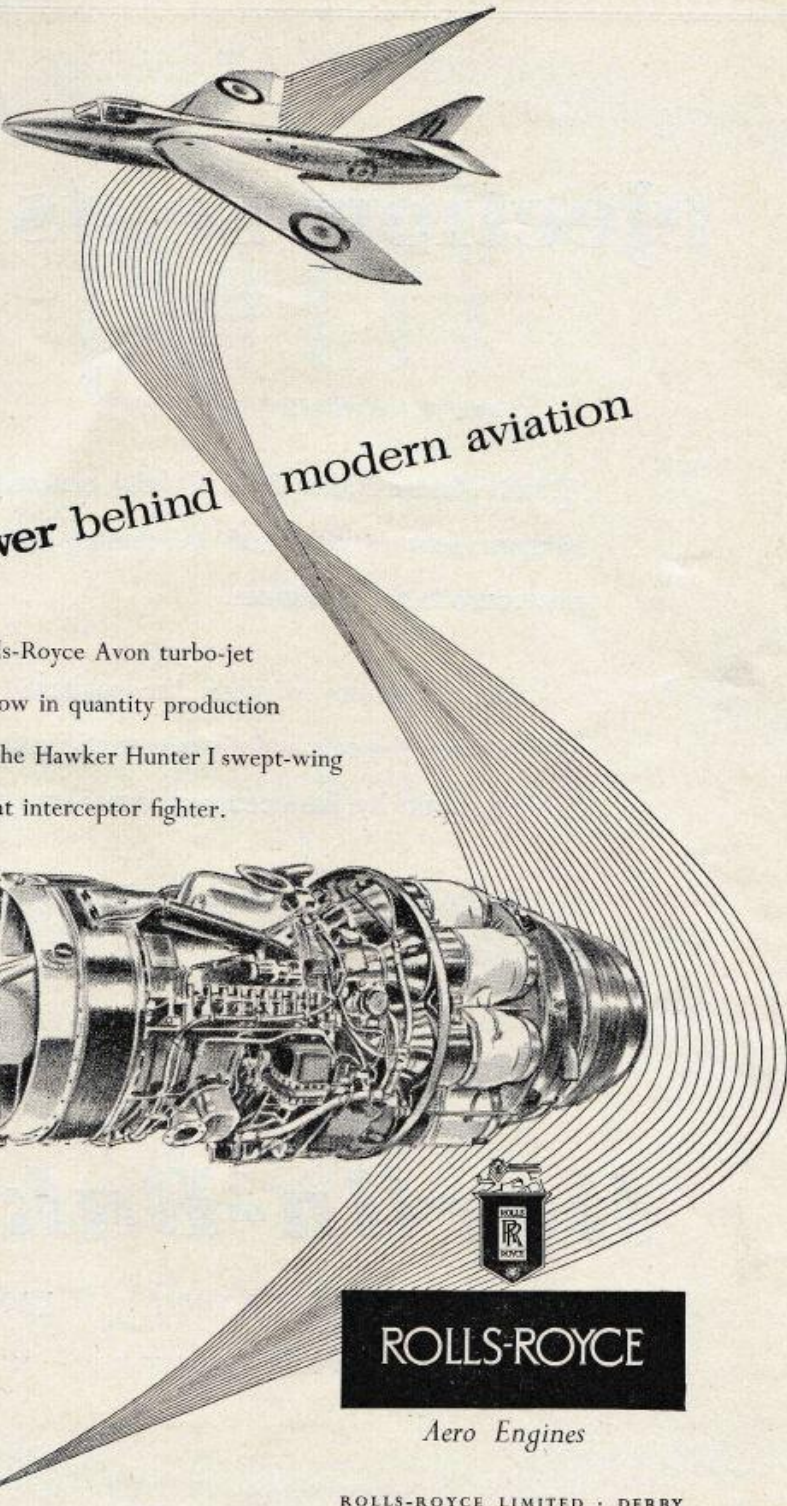


The Haltonian Magazine

69 Edition

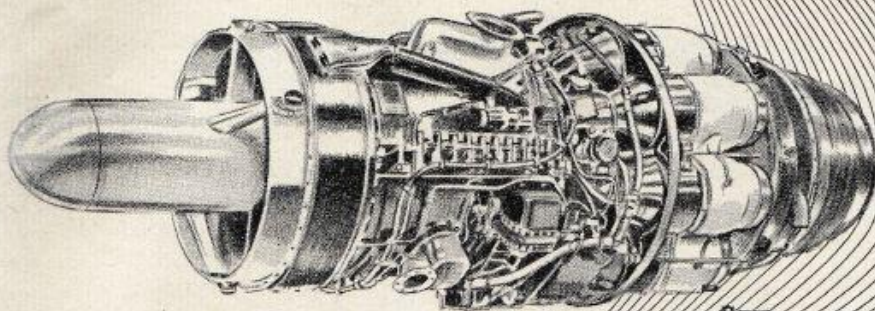
October 1954

(Scroll down)



The **power** behind modern aviation

The Rolls-Royce Avon turbo-jet engine now in quantity production powers the Hawker Hunter I swept-wing single-seat interceptor fighter.



ROLLS-ROYCE

Aero Engines

ROLLS-ROYCE LIMITED · DERBY



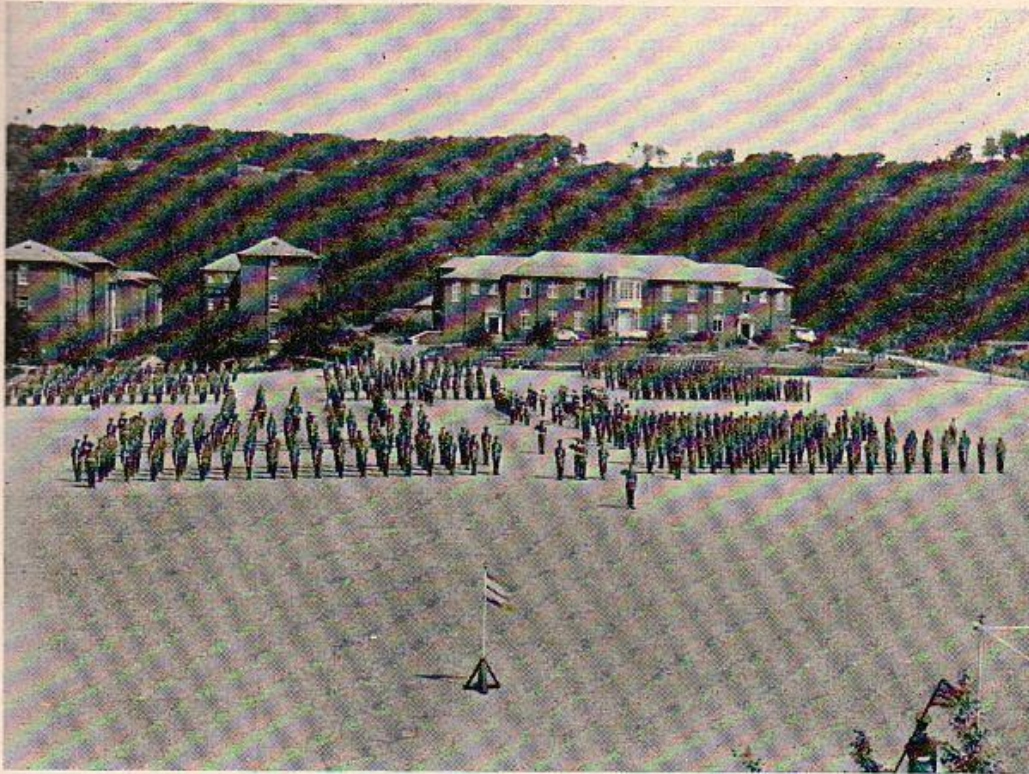
THE period since our May issue seems to have produced more than its fair share of postings and departures. These are recorded in their appropriate places in the pages which follow. We would like, however, to make special mention of the departure of Flt.Lt. Newman, who was Assistant Editor of this Magazine, and to take the opportunity of thanking him for all the hard work he did: the present flourishing condition of the Magazine is in no small measure due to his efforts. Mr. Newman is now teaching English in the West Country, where, we trust, his figure, an unmistakable one, is becoming as familiar as it was here—no less (if it is still going) than his 'horseless carriage,' latterly so prominent a feature of the Bucks landscape. With his name, we should couple that of Fg.Off. Jell, now also departed. He, too, was closely associated with the Magazine and brought the level of Halton Society reporting up to its present high standard. Both the officers were, as all Apprentices will know, on the English and General Studies Staff at the Schools; with their departure, and that of Fg.Off. Davis, the forces of enlightenment have suffered a temporary set-back in the Apprentice training curriculum. We trust that the arrival of successors on the Arts side will soon dispel the present all-pervading technological gloom.

Otherwise, things at Halton go on normally. Small boys in blue uniforms and large num-

bers now seen about the camp are said to be the newest (78th) Entry of Aircraft Apprentices; and of course the training machine successfully (more or less) disgorged the 69th back in July. So welcome, the 78th, and good luck to our old friends of the 69th. Our special congratulations to Walter, Ettridge, and James, of that Entry, who go to Cranwell with Cadetships and ought to confound the experts with their ability to discuss world affairs and generally put things to right.

The Old Haltonian Section of the Magazine, as will be evident, goes from strength to strength. Its coverage now approaches—to use the popular expression—the global, and the block at the heading is not altogether inappropriate. We plead for tolerance in respect of omissions or occasional mistakes. With the contributor in some remote corner of Empire, the Old Haltonian Secretary in Summer Camp at Woodvale, ourselves in Halton, the printer in Thame, and typists nowhere, things are bound to get a little difficult at times. It is surprising that nevertheless some twenty pages of close print eventually appear, and the hand of providence is clearly discernible in this near miracle.

It is our pleasant duty to wish all Haltonians, past and present, the best of good fortune, and to thank all our faithful contributors for their continued support.



The General Salute

GRADUATION PARADE OF THE 69TH ENTRY

THE morning of 26th July dawned dimly and the sun was obscured by a bank of thick, ominous cloud. Hoping for the best, the well-groomed Apprentices marched on to the parade ground—just in time to receive the rain which continued throughout the day. It was a great pity that the weather was so bad because the standard of drill was high—higher than that usually seen on Graduation Days.

Promptly at 10.30 the Reviewing Officer, Air Chief Marshal Sir Arthur P. M. Sanders, K.C.B., K.B.E., Commandant of the Imperial Defence College, accompanied by Air Marshal Sir Victor E. Groom, K.C.V.O., K.B.E., C.B., D.F.C., Air Officer Commanding-in-

Chief Technical Training Command, Air Vice-Marshal J. G. Franks, C.B., C.B.E., Air Officer Commanding 24 Group, Air Commodore G. N. E. Tindal-Carill-Worsley, C.B., C.B.E., Officer Commanding R.A.F. Halton, Group Captain R. J. Carvell, Senior Training Officer, No.1 School of Technical Training and Group Captain E. Knowles, M.B.E., Principal Education Officer, No. 1 School of Technical Training, arrived at the dais, where he was greeted by Wing Commander W. G. Brinn, D.F.C., D.F.M., Officer Commanding No. 3 Apprentice Wing. Quite undaunted by the rain the Reviewing Officer made a thorough inspection of the passing out entry.

The parade was commanded by F.S./A/A T. G. Gordon and other parade appointments were as follows:

Colour Bearer	S/A/A E. J. Walter
Colour Escort	C/A/A E. H. James
	C/A/A P. J. Blake
Colour Warrant Officer	S/A/A L. E. Abbott
Apprentice i/c Junior Entries	S/A/A G. M. Gibson
Parade Warrant Officer	S/A/A P. R. Quinn
No. 2 Squadron Commander	S/A/A A. E. Hanley
No. 1 Flight Commander	S/A/A A. G. Ettridge
No. 2 Flight Commander	S/A/A G. D. Rork
No. 3 Flight Commander	C/A/A J. K. Burton
No. 4 Flight Commander	C/A/A G. C. Cockroft
Drum Major Military Band	C/A/A A. Skipp
Drum Major Pipe Band	A/A D. E. Money

THE COMMANDANT'S REPORT

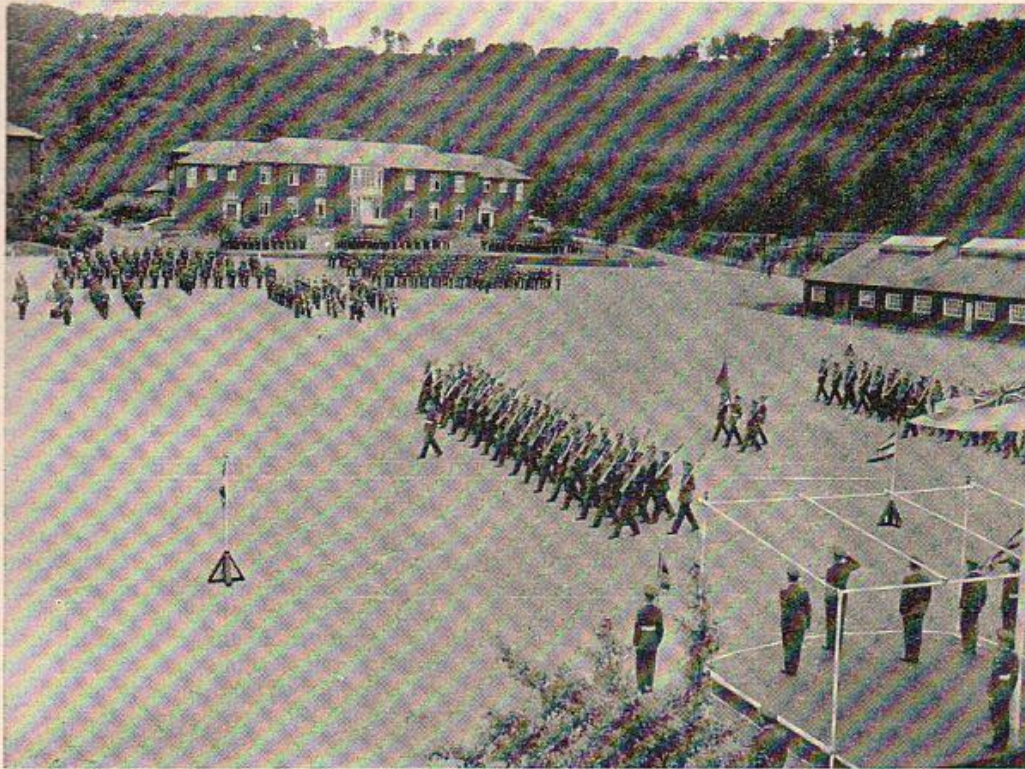
After a short break the outstandingly large audience, including the 69th Entry and their parents, assembled in the Burnett Gymnasium for the prize giving. There, after welcoming the Reviewing Officer and his wife, the Commandant read his report.

Speaking firstly of the school as a whole he said that we continued to have numerous visitors from many walks of life and different countries. This term our visitors had included an Archbishop, the High Commissioner for Ceylon, the Chief Engineer of the Indian Air Force and representatives of King George's Jubilee Trust. Turning to sport he said that our fine recreational facilities were in constant use by Apprentices and other people and the Apprentices had every chance of watching and competing against some of the leading athletes in the Royal Air Force.



60th ENTRY SERGEANTS

Standing, Left to Right:
 Henley, Rork, Ettridge, Abbott
 Seated, Left to Right:
 Walter, Gordon, Quinn



The March Past

Of the 69th Entry the Commandant made the following observations. Of the original 357 Apprentices, 109 had been discharged, transferred to skilled trades or resorted to junior entries, and 5 had failed their final examination — but were to be retested shortly. The remaining 243, joined by 15 relegated from senior entries, were passing out. These included 18 R.P.A.F., 4 R.Cy.A.F. and 25 Burma A.F. Apprentices. Heading the list were three Apprentices who had been awarded cadetships.

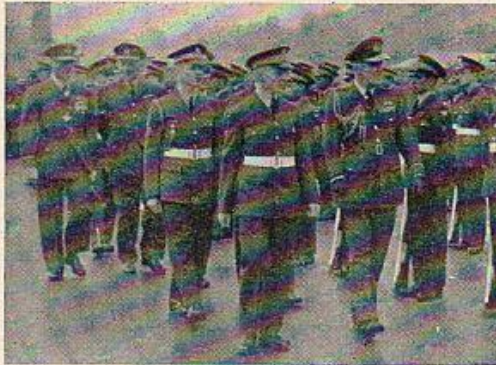
The results in the practical and theoretical examinations in technical subjects were slightly lower than last time. In educational subjects the overall average was 53% and though there were no A1 passes there were fewer failures than in the 68th Entry. The Burmese Apprentices who were taking the final examination for the first time did well and the R.P.A.F. and R.Cy.A.F. reached their usual standard. 5 Burmese and 2 Pakistani Apprentices passed the Ordinary National Certificate. Progress in

General Service Training and Ground Combat was good.

The entry was fortunate in that selected parties of Apprentices had visited various industrial firms and all had had about 1½ hours flying. 9 'A' and 10 'B' gliding certificates had been awarded.

In sporting activities the 69th Entry had been outstanding, No. 3 Wing having won the Barrington-Kennett Trophy every year since their arrival as well as having done excellently in the MacEwan, Sigrist and Scott-Paine competitions. Moreover, they had formed the basis of the school teams and had gained 47 school colours.

Obviously the entry had done well and the Commandant congratulated all those who were passing out, leaving them with a word of advice—"You take with you the best wishes of the staff at Halton, but remember you also take with you the responsibility of maintaining the high reputation of the ex-Halton Apprentice."



The Reviewing Officer Inspecting 69th Entry

THE REVIEWING OFFICER

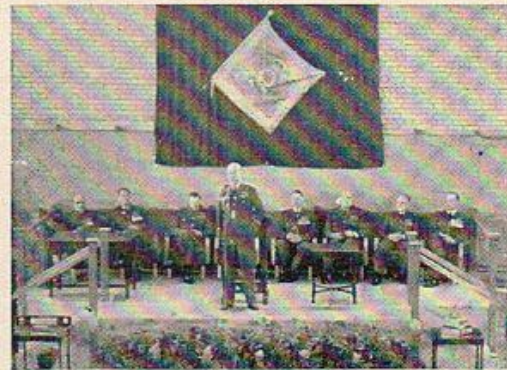
The Reviewing Officer then distributed the prizes after which he spoke amusingly and instructively for a few minutes.

It was, he said, very pleasing to him with forty years experience to meet so many fine chaps just beginning a regular Air Force career. He congratulated both them and their parents in making such a wise choice. He was pleased too to have had the chance of meeting young men from Burma, Ceylon and Pakistan and he wished them all good fortune for the future. However, most of his remarks were addressed mainly to the ex-Apprentices of the Royal Air Force.

He gave them his reasons for considering the choice of the Royal Air Force as a career a wise one. Firstly, the Royal Air Force urgently needed highly qualified and skilled technicians, for, "so long as the world and international relations are in such a deplorable and troubled state" an Air Force was necessary and with such complicated and delicate equipment only with the aid of such people could the Royal Air Force maintain its efficiency. Secondly, it was a life full of fun and interest. This was even more true of the future, for forty years ahead "several of you sitting in this audience may be filling the role

of Dan Dare in space ships." He caused further amusement by suggesting that forty years ahead one of the 69th Entry might be sitting on the platform or even be Chief of the Air Staff. As the laughter died down he added "... There is no basic reason why you should not achieve any of these positions, or high level posts in engineering or the aircraft industry."

The advice, as befitted a man in such a high position as Commandant of the Imperial Defence College, was pithy—"Be reliable." On the reliability of technicians depended the efficiency of the Air Force and the lives of other men. He stressed too the need for reliability in all their activities, not only at the work bench but doing the hum-drum 'fatigues' such as guard duties and drill. Reliability was more important than brilliance. "Reliability means not only always trying to do your best, not letting the side down—it also means admitting your mistakes. If you make them don't be ashamed to own up. . . . Do your best and try to be reliable. If you do you will be doing the right thing to yourself and your country, and I think that you will find that you will succeed, and the service will do the right thing by you."



The Address by the Reviewing Officer

69th ENTRY CADETSHIPS**G.D. Cadetships**

C/A/A James	—	Hampton Grammar School, Middlesex
S/A/A Ettridge	—	— Perse Grammar School, Cambridge

Secretarial Cadetship

S/A/A Walter	—	— Harwich Grammar School
--------------	---	--------------------------

PRIZE-WINNERS**Monsignor Beauchamp Prize (for the Best All-Round Apprentice)**

F.S/A/A Gordon	—	— Tollington Grammar School
----------------	---	-----------------------------

Highest in Order of Merit (All Subjects)

C/A/A James	—	— Hampton Grammar School, Middlesex
-------------	---	-------------------------------------

Highest in Order of Merit (General Service Efficiency)

1st	F.S/A/A Gordon	—	—	Tollington Grammar School
2nd	S/A/A Walter	—	—	Harwich Grammar School
3rd	S/A/A Quinn	—	—	St. Patrick's High School, Karachi

Highest in Order of Merit (Educational Subjects)

1st	L/A/A Booker	—	—	Bablake School, Coventry
2nd	C/A/A James	—	—	Hampton Grammar School, Middlesex
3rd	S/A/A Rork	—	—	Berwickshire High School

Highest in Order of Merit**(Practical Fitting Test—Winner of Crebbin-Robinson Cup)**

C/A/A Cottingham	—	— Lewes County Grammar School
------------------	---	-------------------------------

Highest Average for Practical Fitting Test Over Three Years' Course

A/A Johnson	—	— Croydon Polytechnic
-------------	---	-----------------------

Highest in Order of Merit, General Studies—

and winner of Elliott Memorial Prize presented by the Royal Aeronautical Society

S/A/A Walter	—	— Harwich Grammar School
--------------	---	--------------------------

Highest Pakistan Apprentice in Order of Merit (Winner of Azhar Trophy)

A/A Syed Ali Raza		
-------------------	--	--

Highest Ex-A.T.C. Cadet in Order of Merit (Winner of Quinton Trophy)

C/A/A James	—	— Hampton Grammar School, Middlesex
-------------	---	-------------------------------------

Pioneer Trophy (Highest Aggregate in Final T.S.T.)

L/A/A Kershaw	—	— Heckmondwike Grammar School
---------------	---	-------------------------------

Best Tradesmen in T.S. Test

Airframe Fitter: L/A/A Shuardson	—	— Anderson Educational Institute
Engine Fitter: 1st A/A Cozens	—	— "Harvey" Grammar School, Folkestone
2nd C/A/A Burton	—	— Ripon Grammar School
Armament Fitter: L/A/A Kershaw	—	— Heckmondwike Grammar School
Instrument Fitter (Nav): A/A Maung Ni		
Instrument Fitter (Gen): C/A/A Stroud		Dr. Challoner's Grammar School, Amersham
Electrical Fitter (Air): A/A Burroughs		— Riley High School
Electrical Fitter (Grnd): S/A/A Hanley		— Grimsby Secondary Technical College

Sergeants

Ettridge, Perse Grammar School, Cambridge	Walter	Harwich Grammar School	
Abbott	Sutton High School, Plymouth	Quinn	St. Patrick's High School, Karachi
Rork	Berwickshire High School	Hanley,	Grimsby Secondary Technical Coll.

69th ENTRY POSTING LIST (in order of merit)

James, E. H.	Cadetship	Langley, J. D.	Duxford
Hanley, A. E.	32 M.U. St. Athan	Smith, G. A.	32 M.U. St. Athan
Hardeman, T.	Hendon	Chambers, A. S.	32 M.U. St. Athan
Booker, G. E. S.	Scampton	Cliff, E.	32 M.U. St. Athan
Rork, G. D.	Coltishall	Billings, K. D.	32 M.U. St. Athan
West, D. R.	32 M.U. St. Athan	Blewchamp, R. R.	32 M.U. St. Athan
Kershaw, P. A.	Upwood	Bliss, J. A.	32 M.U. St. Athan
Gunns, P. E.	Coltishall	Hamill, E.	32 M.U. St. Athan
Burton, J. K.	Dishforth	Maidman, N.	St. Eval
Moore, E. F.	32 M.U. St. Athan	Culmer, R. A.	Wittering
Walter, E. J.	Cadetship	Kemish, D. G.	32 M.U. St. Athan
Charnock, R.	Hemswell	Browning, I. D.	32 M.U. St. Athan
Northeast, L. T.	Upwood	Tucker, P. H.	233 O.C.U. Pembrey
Beard, D.	Coltishall	Davies, M. J.	B.C.A.M. Lindholme
Bennett, P.	St. Mawgan	Bond, D. C.	32 M.U. St. Athan
Gordon, T. G.	Scampton	Foster, R. A.	Hemswell
Maung Ni	Burma	Fears, A. H.	32 M.U. St. Athan
Stroud, J. K.	Biggin Hill	Segal, K.	Leuchars
Perfect, N. H.	Linton-on-Ouse	Turner, A. L.	Tangmere
Cottingham, A. S.	32 M.U. St. Athan	Reid, I. A.	Wyton
Ettridge, A. G.	Cadetship	Yaxley, G. C.	32 M.U. St. Athan
Quinn, P. R.	Tangmere	Borland, R. K.	32 M.U. St. Athan
Wilson, C. J.	North Weald	Hastings, P. F.	32 M.U. St. Athan
Curtis, A. R. B.	233 O.C.U. Pembrey	Baughan, M. J.	32 M.U. St. Athan
Sheppard, F.	23 M.U. St. Athan	Mahmood, G. M.	* Pakistan
Prangnell, H.	Hendon	Groves, R.	Biggin Hill
Cozens, M. J.	Abingdon	Plowman, J. W.	231 O.C.U. Bassingbour
Hemmings, T. J.	229 O.C.U. Chivenor	Chinn, T. G.	St. Mawgan
Wagstaffe, B.	B.C.A.M. Lindholme	Stanton, J. J.	32 M.U. St. Athan
Buttfield, R.	32 M.U. St. Athan	Hocking, W. G.	32 M.U. St. Athan
Blake, P. J.	Tangmere	Watson, A. G.	32 M.U. St. Athan
Cockburn, J. K.	32 M.U. St. Athan	Maung Sein Hla	Burma
McBride, L.	32 M.U. St. Athan	Elliott, J. M.	Topcliffe
Betts, R. H.	32 M.U. St. Athan	Hla Thwin	Burma
Wood, G. A.	Church Fenton	West, J. K.	32 M.U. St. Athan
Ko Ko Gyi	Burma	Thompson, D.	Wyton
Archibald, T. M.	32 M.U. St. Athan	Green, W.	32 M.U. St. Athan
Thorpe, A. R.	Wyton	Than Swe	Burma
Tily, A. G.	32 M.U. St. Athan	Dove, C.	32 M.U. St. Athan
Wilson, I. C.	32 M.U. St. Athan	Osborne, D. W.	Tangmere
Tulett, G. A.	Wyton	Filby, P. J.	Wattisham
Brotherton, C. C.	228 O.C.U. Leeming	Maver, A. N.	Leuchars
Burroughs, B.	B.C.A.M.U. Lyndholme	Waughman, D.	32 M.U. St. Athan
Hymers, M. F.	Leuchars	Belk, R. E.	32 M.U. St. Athan
Cockcroft, G. V.	228 O.C.U. Leeming	Streeter, B. R.	Tangmere
Boorman, P.	32 M.U. St. Athan	Webb, P.	Wyton
Johnson, C. N.	231 O.C.U. Bassingbour	Ransome, J. T.	Upwood
Lewis, H. E.	32 M.U. St. Athan	Luesley, B. F.	32 M.U. St. Athan
Houghton, M. J.	Benson	Coates, B. B.	231 O.C.U. Bassingbour
Pearl, A. R.	32 M.U. St. Athan	Johnson, S. R.	32 M.U. St. Athan
Martin, R. F.	32 M.U. St. Athan	Sandford, M. P.	Binbrooke
Townshend, R. C.	Marham	Jones, R. D.	32 M.U. St. Athan
Mercer, B. S.	Scampton	Pritchett, R.	229 O.C.U. Chivenor
Stevenson, R.	Abingdon	Shuardson, L. J.	Hendon
Holloway, M. K.	Lynham	Williams, D. G.	32 M.U. St. Athan
Shwe Saw Aung	Burma	Worsfold, J. F.	231 O.C.U. Bassingbour
Tuck, G. W.	32 M.U. St. Athan	Basford, E. W.	32 M.U. St. Athan
Walsh, M. L.	Binbrooke	Bath, R. W.	32 M.U. St. Athan
Narraway, R. A. D.	32 M.U. St. Athan	Faulkner, T.	32 M.U. St. Athan
Crosthwaite, H. R.	Leuchars	Crabb, P. A.	Middle Wallop
Raza, S. A.	Pakistan	Yarsley, J. F.	West Raynham
Abbott, L. E.	229 O.C.U. Chivenor	Coffin, G.	32 M.U. St. Athan
Harris, W. J.	32 M.U. St. Athan	Gibbon, D. J.	32 M.U. St. Athan
Symonds, D. J.	Wattisham	Ahmed, F.	Pakistan
Barker, C.	32 M.U. St. Athan	Rix, G. E. F.	32 M.U. St. Athan
Bogg, E. A.	32 M.U. St. Athan	Whittaker, N.	Wyton
Billings, N. G.	32 M.U. St. Athan	Claxton, W. C.	St. Eval
Cooper, C. R.	32 M.U. St. Athan	Collard, D. J.	32 M.U. St. Athan
Durham, S.	* Burma	Corbett, R. W. S.	32 M.U. St. Athan
Skipp, A.	Tangmere	O'Callaghan, D. P.	Hemswell
Hollis, F. R.	Wyton	Khan, I. A.	* Pakistan
Collins, M. A.	Lynham	Thomas, R. G.	32 M.U. St. Athan
Khan, G. M.	Pakistan	Ba Than, L.	Burma
Hedges, A. F.	32 M.U. St. Athan	Kyaw Shein	Burma
Tiller, W. M.	Cottesmore	Prince, R. A. C.	32 M.U. St. Athan
Ashley, K. R.	Wattisham	Metcalf, P.	Wittering
Kerr, A.	Abingdon	Armstrong, J. P.	231 O.C.U. Bassingbour
White, A. T.	St. Eval	Francis, S. L. H.	32 M.U. St. Athan
Mya Kyi	Burma	Kemp, E. G.	32 M.U. St. Athan
McCutcheon, D. A.	Abingdon	Macpherson, J. D.	32 M.U. St. Athan
Purcell, B. J.	32 M.U. St. Athan	Foster, R. C.	32 M.U. St. Athan
Dawn, D.	B.N.S.B. Lindholme	Ahmed, M.	Pakistan
Kennett, R. W.	32 M.U. St. Athan	Calvert, H.	Hemswell
Castle, A. F.	Wittering	Hladik, R. H.	238 O.C.U. Colerne
Constable, D. C.	32 M.U. St. Athan	Webb, T.	32 M.U. St. Athan

Lewis, J. M. 32 M.U. St. Athan
 Day M. Burma
 Stringer, M. S. B. Wattisham
 Alchurst, W. F. 32 M.U. St. Athan
 McConnachie, W. P. 32 M.U. St. Athan
 Weston, G. Upwood
 Dickens, M. C. West Malling
 Pegden, R. Leuchars
 Baxter, R. C. G. 32 M.U. St. Athan
 Cogger, C. B. Tangmere
 Domingo, M. S. Marham
 Minus, B. Burma
 Brown, C. G. 32 M.U. St. Athan
 Roshier, J. W. Bassingbourne
 Beardsley, T. W. Hemswell
 Trotter, J. Wyton
 Hesketh, J. W. 32 M.U. St. Athan
 Lokuge, N. H. Ceylon
 Lovell, P. A. 32 M.U. St. Athan
 Russell, G. R. C. Upwood
 Thorne, G. H. North Weald
 Than Nyunt * Burma
 Khin Myint Burma
 Dunn, J. Lynnhem
 Mackay, G. W. 32 M.U. St. Athan
 Woodward, B. R. 32 M.U. St. Athan
 Barnard, P. Burma
 Samuels, F. B. Burma
 Raza, S. A. * Pakistan
 Smith, A. D. G. 32 M.U. St. Athan
 Cutting, R. Wattisham
 Ba Than L. Burma
 Taylor, D. J. Marham
 Hayes, H. R. V. 32 M.U. St. Athan
 Le Fleur, M. C. Burma
 Wade, M. A. 32 M.U. St. Athan
 Jones, G. * Pakistan
 Iqbal, H. 32 M.U. St. Athan
 Wood, C. 32 M.U. St. Athan
 Douglas, K. A. West Raynham
 Honeywood, R. P. 32 M.U. St. Athan

Tinker, G. A.
 Hambly, R. H.
 Williams, G.
 Fortin, R. H.
 Peattie, J.
 Jackson, E. D.
 Naseem, S. M.
 Buckman, T. C.
 Horton, D. C.
 Kyaw Htun
 Manley, M. H.
 Bentley, M. A.
 Rodger, J. O.
 Parrott, P. A.
 Curl, W. J.
 Akbar, S. H.
 O'Donnell, D. J.
 Brent, J. A.
 Giles, A. F.
 Bailey, W. R.
 Clarke, I. K.
 Brohier, C. I.
 Noorani, O.
 Smith, G. J.
 Hutchings, A. J. B.
 Pearce, N. F.
 Siddiqi, S. H.
 Champ, N.
 Mohd, N.
 Bo Ni
 Qureshi, S. S.
 Jackson, P. T.
 Khalil, N. K.
 Aung Than
 Naqvi, S. Z. M.
 Shakir, R. B.
 Pe Than
 Turner, C. A.
 Kyaw Khin Gyi D.
 Shuja-ud-Din

Hemswell
 Duxford
 North Weald
 Tangmere
 32 M.U. St. Athan
 Burma
 Pakistan
 Ceylon
 32 M.U. St. Athan
 Burma
 32 M.U. St. Athan
 Biggin Hill
 Linton-on-Ouse
 32 M.U. St. Athan
 32 M.U. St. Athan
 Pakistan
 Pakistan
 32 M.U. St. Athan
 32 M.U. St. Athan
 Wittering
 32 M.U. St. Athan
 Hemswell
 Ceylon
 Pakistan
 32 M.U. St. Athan
 32 M.U. St. Athan
 32 M.U. St. Athan
 Pakistan
 Pakistan
 * Pakistan
 Burma
 * Pakistan
 * Ceylon
 * Pakistan
 Burma
 * Pakistan
 * Pakistan
 * Burma
 * Burma
 Burma
 * Pakistan

The undermentioned Apprentices did not complete the Examination

Buggy, B. P. 32 M.U. St. Athan
 Saunders, D. F. Hemswell
 Ritchie, G. E. 32 M.U. St. Athan

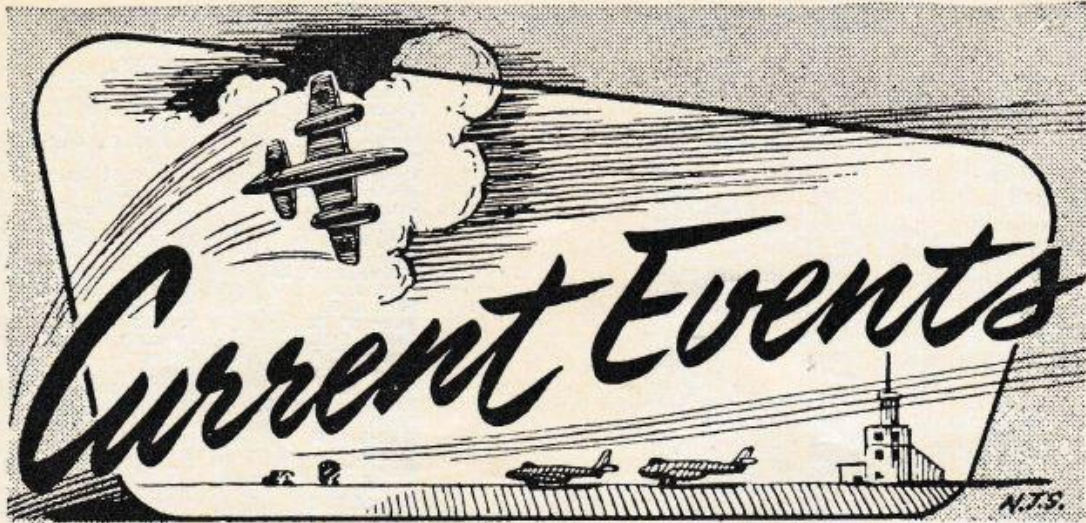
The following Apprentices passed out as S.A.C.

Beames, D. L. 32 M.U. St. Athan
 Cusirinson, F. 32 M.U. St. Athan
 Barrett, O. O. 32 M.U. St. Athan
 Fryer, P. F. 32 M.U. St. Athan
 Gosling, D. 32 M.U. St. Athan
 Patrick, E. S. 32 M.U. St. Athan
 Handy, R. Lynton-on-Ouse
 Hassall, R. 32 M.U. St. Athan
 Morris, D. E. 32 M.U. St. Athan
 Strange, J. G. 32 M.U. St. Athan
 Sperring, G. B. 32 M.U. St. Athan

The following ex-67th (January 1951) Entry also qualified as Junior Technician:—

Rogers, M. A. Upwood

* Denotes B.A.F., R.Cy:A.F. and R.P.A.F. Apprentices who qualified as "Satisfactory to carry out the duties of their trade," although they did not reach R.A.F. Junior Technician Standard.



Wing Notes

NO. 1(A) WING

THE term started with the induction and reception of the 77th Entry as the main events. Both went along quite smoothly and the entry was fortunate to have good weather for its initial training. The 77th appear to have settled down quite well and we wish all its members good luck here and throughout their service career.

The 71st has passed the hurdle of 3rd interim and the subsequent adjustments have been made to those who failed to clear it. On the whole the entry did quite well in this examination and is pulling its weight in the Wing.

The 75th continues its good progress and has almost completed its first year at Halton.

The Wing has had average success at sport, which is fully reported elsewhere. In this respect there seem to be quite a number of

star performers but the wing lacks the "backers up" element which appears to be of poor quality. We must recapture the urge to "Have a go" if we are to be the most successful wing.

At the time of going to press there are many changes occurring amongst the instructional staff (Permanent Staff is a misnomer), particularly among the engine fitter instructors. We extend our greeting to the newcomers and wish the departing the best of luck. Our special congratulations go to Cpl. Tech. Phillips, for the award of the B.E.M. for his work in Kenya.

As we go to press summer leave is imminent and our thoughts of necessity and of choice are fixed on that opportunity to do all the things we want to do and above all, we hope, to enjoy the good weather denied us so far this summer.

NO. 2(A) WING

The 69th Entry have graduated, "summer" leave has come and gone, and the 70th Entry return, looking bronzed (?) and happy, as the Senior Entry at Halton. They will probably not be happy for long. The war of attrition which reaches its peak in the final term is

normally responsible for many creased and worried brows before finals are over and the strains of "Auld Lang Syne" once again denote the departure of yet another happy, or should we say very happy, band of warriors.

The Summer Term has been No. 2(A) Wing's most successful one as far as sport is concerned for quite a long time. No doubt the full story will be recorded in other places, but here let it be noted for all to see. We won the Barrington-Kennett Tennis, Senior Cricket and Junior Athletics. We were beaten in a replay by No. 1 Wing in the Junior Cricket, and were a very close second in both the Senior and Junior Swimming. Congratulations to all those who took part and to all those who didn't but who, by improving their own performances, forced those who were finally selected to represent the Wing to even greater efforts to be sure of a place in the various teams.

One final note on sporting activities before passing on to other matters, again having a congratulatory rather than an admonitory tone. No. 2 Squadron's Cricket team put up an excellent show to win the Station Inter-Section Cricket Competition and now go on to represent Halton in the No. 24 Group Inter-Station Competition. We wish them the best of luck, or rather, more power to their arms, eyes and bats. We nearly said elbows but that might have been misconstrued.

From the amount of noise which emanates from any place where a number of Apprentices are foregathered, it appears evident that they like to talk. However, when an attempt is made to channel this predilection into more constructive channels, a marked change of attitude is immediately noticeable. Such a phenomenon was observable on the occasion of the resurrection of the Debating Society which held its first meeting for many years in No. 2 Wing during the Summer Term. It was quite amazing how few people wanted to air their views or even to listen to other Apprentices doing so. As it transpired, by utilising the well-known system of calling for volunteers, an excellent debate ensued which is no doubt reported in full elsewhere in this issue.

No sooner were the 73rd Entry back from leave but they were off again, this time to

Summer Camp at Woodvale. We hope that their tents were still there when they arrived. Reports of the weather appear to indicate that the advice, contained in the Movement Order, to take their bathing trunks may not be without reason. However, we hope that the Metman can provide a climate more in keeping with life under canvas than has eventuated so far this year.

Mention was made in the May edition of the Magazine of a scheme for the conversion of the grass area to the west of the Wing area into a sports training ground. This operation has been started on a self-help basis. During the summer months the area often resembled a scene from an American film concerning chain gangs, without, of course, the attendant uniformed toughs carrying tommy guns and riot sticks. The only persuasion required was provided by the voices of the P.T. Staff and, possibly, some mention of 36-hour passes. Much work remains to be done but the necessary effort, we are sure, will be readily forthcoming from the members of the Wing.

As is usual the writing of these notes presents an opportunity of saying goodbye to those leaving us and of welcoming the fortunate (?) whom a higher power has decided shall assist our efforts in the future. On this occasion we say goodbye to two officers and one N.C.O. who have been with the Wing for some considerable time. Flt.Lt. Gamblin has moved on to a higher place, the Air Ministry, whilst Plt.Off. Putnam has left us for what many may consider a much more desirable state, return to civilian life, on completion of his National Service. F.S. Nutton, after a long time as N.C.O. i/c No. 2 Squadron, has moved on to R.A.F. Hereford. To all three we wish the best of everything in the future whilst welcoming Sgts. Saint, Hicks and Pryce. The two former N.C.O.s come to us from R.A.F. Bridgnorth where they were instructing on recruit training, whilst the latter has been employed on statistical duties at R.A.F. West Kirby.

THE SENIOR ENTRY — THE 70th

BY the time this article is brought to press the 70th Entry will be sailing the rather precarious seas of graduation. So we look back upon three very harassing, but nevertheless valuable years during which we have been the first to experience many changes. We arrived just too late to be issued with battle-dress, consequently being doomed to three years of button-cleaning. We also saw the end of the Good Conduct Badge, an occasion which we hailed with a somewhat unofficial funeral parade, the body being buried in the centre of No. 2 Wing running track. The practice of having two N.C.O. Apprentices in one bunk is now flourishing in No. 2 Wing and it appears that certain of our N.C.O. Apprentices have grown quite accustomed to waking in the morning to be greeted by a fuddled, but somewhat familiar face, peering through the "reest."

Gardens are now all the rage in No. 2 Squadron and we are hoping that every inhabitant of 6 Block will have the fact that he has "completed a thorough course in horticulture" included in his graduation certificate. Indeed, in many hearts lies the hope that the radio gardener will consent to be reviewing officer on our graduation parade.

The time spent at Summer Camp proved to be very eventful and, indeed, open arrest became the fashion. During the week a certain local newspaper reported that the British Ladies' Open Golf Championship had been interrupted by "bursts of firing." Naturally enough we knew nothing about this.

Whilst at camp, a very eminent Boy Scout Corporal Apprentice proved how he had learned to "Be Prepared" by setting light to both himself and a petrol stove in a split second; which all goes to prove that Jack isn't really fireproof.

An old theory that "the Navy gets the gravy but the Army gets the beans" was disproved—sometimes twice a day—by the baleful faces of disgruntled R.A.F. personnel surveying a satisfying mixture of earwigs and beans. However, on return no one looked any the worse for wear.

It is on these events that we look back with enjoyment tinged with pride, and realise that these are the things which assist in binding the R.A.F. together as a team. So we leave Halton with many happy memories and leave our best wishes to all senior entries to come.

NO. 3(A) WING

This term has been dominated by the Graduation of the 69th Entry, which was held on July 26th and which is fully reported elsewhere in this issue. We were sorry to see all these apprentices leave us, but are glad that nearly all made a success of their training at Halton and our best wishes go with them in their future careers.

Sergeant Apprentices E. J. Walter and A. G. Ettridge and Corporal Apprentice E. H. James succeeded in winning cadetships to Cranwell. We congratulate them on their excellent efforts and hope that they will have very successful careers in the Service.

We have lost our P.F.O., Flight Lieutenant J. G. Lane on his posting to Kidlington. He has been with us a long time and has been a great support in all our sporting activities. We wish him luck in his new post. Our incoming

postings include Flight Lieutenant A. D. Cuniam to No. 2 Squadron from Admin. Wing, Flying Officer R. B. Thompson as Wing Adjutant from No. 1 Wing and Flight Sergeant Ireland from No. 1 Wing as N.C.O. i/c No. 1 Squadron. Pilot Officer D. F. Rex has been posted to No. 1 Wing as Adjutant and Warrant Officer P. W. Walshe has left us to be S.W.O. at Dishforth where he will be very glad to welcome any ex-apprentices who may be posted to that Station.

Early in the term, S/A/A Gordon T.G. was selected by the Commandant to be our Flight Sergeant Apprentice and we offer him our somewhat belated congratulations on this achievement. C/A/A Hanley was promoted to S/A/A to fill the resulting vacancy.

With the departure of the 69th Entry, the 72nd now becomes our Senior Entry, and so

we have held promotion boards to select new Sergeant Apprentices for the three Squadrons. Congratulations to S/A/As White, Marriott and Heath on their subsequent promotion.

On July 27th, the 69th Entry held their Graduation Dance in the Watford Town Hall. This palatial building, most unlike a Town Hall, proved a splendid setting for the Dance. Don Smith and his Orchestra from the Wimbledon Palais were engaged and they certainly made a great hit with the boys, who at times stopped dancing to go up and listen to the band as they played some intricate jazz number. Air Commodore and Mrs. Tindal-Carill-Worsley honoured us with their presence and we hope that they enjoyed the occasion.

The Wing was successful in winning the Barrington Kennett Trophy for its sporting activities, and this Trophy was presented to the Flight Sergeant Apprentice by the Commandant at the Dress Rehearsal for the Graduation Parade on July 23rd.

On May 15th, the Squadrons organised parties to visit Silverstone in order to see the Daily Express Motor Racing Meeting which

was held on that day. On 12th June, a large party from No. 1 Squadron visited Southend for a day's outing. Southend was chosen as being likely to provide the most indoor amusement in case it rained. It certainly rained—practically all day—but this did not seem to damp the boys' spirits and the day was voted a great success.

A novel event in the Wing Sports Meeting was the Squadron Commanders' Relay Race. The competitors from each Squadron consisted of one Squadron Commander, one Senior N.C.O., one Sergeant Apprentice and one very junior Apprentice. Small tin cans were handed over instead of the usual batons and, as well can be imagined, great amusement was caused by these teams hurtling around the track in this epic race, which was eventually won by No. 3 Squadron.

We are now awaiting the arrival of the 78th Entry, and we are hoping that this Entry is going to be a great credit to the Wing. By the time this magazine is in print, they will be here and so we say—"Welcome 78th Entry to No. 3 Wing and we wish you good luck and success during your three years at Halton."

Toc H

HALTON AND WENDOVER BRANCH

Pilot: Wg.Cdr. G. W. Whittaker, D.S.O.
Secretary: Mr. R. Baxter
Chairman: Flt.Lt. C. J. T. Coombs

Meets on: Tuesdays, 20.00hrs.
Meets at: Toc H Services Club

THIS term we have been lucky in obtaining excellent speakers to add interest to our meetings. On a notable evening Air Commodore Tindal-Carill-Worsley gave us and our Aylesbury visitors a very interesting lantern lecture on the Middle East. He proved his excellence, not only as an entertaining speaker, but also as a first-rate colour photographer. A few weeks later Group Captain E. Knowles

gave us a first-hand account of life in Pakistan, which also proved most interesting. Our global tour was further enhanced by a talk on the West Indies by Padre Parsons. Other talks included subjects ranging from "Irish Folk Songs" to "Money." The branch assisted in the Club Fete and has started a scheme to visit patients in P.M. Hospital.

We welcome visitors to our meetings.

TOC H SERVICES CLUB, WENDOVER

Warden: Mr. R. Baxter

THE club continues to be the centre of Apprentice life in Wendover. It numbers among its assets an excellent canteen, a reading room, table tennis, darts and dancing. A Toc H spirit of fellowship prevails. Funds are limited and an Annual Fete is held to help alleviate this. This year's, on 17th July, had the appearance of a valiant attempt to ignite a very damp squib. The day was a limited

success in spite of the "summer" weather. Many attractions were rained off, but those which did go on proved most entertaining, and included a puppet show, a judo display and many side shows. Refreshments were provided by the Wives' Club. Thanks to the efforts of Padre Parsons, Sgt. and Mrs. Welch and many others the fete raised nearly £50 for the club funds.

TECHNICAL TRAINING WING

Since the last edition of these notes, we have suffered the loss of two of our Training Officers. Flight Lieutenant F. J. DAY, has now retired and has accepted a Substitution Officer post in Northern Ireland. He was very well known in the Command, having spent many of his 31 years of the Service both at Halton and on other Units in the Command, and he will be greatly missed, particularly in the Airframe Shop. Good Luck Happy, and may you have every success in your new life.

Flight Lieutenant E. N. HARRIS, has now left us for the Middle East and at the moment of writing is somewhere on the High Seas. He also will be greatly missed, especially by the Electrical and Instrument Trades, not to mention the Photographic Society whose destiny he has guided for so long. We wish him a happy landing wherever it may be. Flight Lieutenant C. L. DOMONEY, of No.3 Wing, who took over the Airframe Shop, has returned to No. 3 Wing, having been relieved by Flight Lieutenant C. H. BUSBRIDGE who has been posted in. Flight Lieutenant BUSBRIDGE is an old friend of Halton, having served here on previous occasions at the Airfield and in Station Workshops.

Rumour for once has proved well-founded and a start is being made to re-roof the Old Workshops. This, of course, will be a very lengthy business and will call for many sacrifices in the way of space, as it will be necessary to temporarily vacate each bay while work is in progress. A.C. supply will be wired in at the same time and the Old Workshops are now well-nigh marooned inside a four foot ditch! But it will be well worth it to have fluorescent lighting throughout the shops.

ENGINE FITTER FLIGHT

The Summer Term has, unlike some of its predecessors, proved to be a quiet one, and not much excitement has come our way. However there has been a good beginning made in our efforts to keep abreast of the times as our "AVONS" have continued to arrive and we have also received three "SAPPHIRES" with a promise of more to come.

Because of the re-roofing programme we have had to sacrifice half of six bay to the Electricians, which has cramped our style somewhat, but half a roof is better than no

roof and we still have room to breathe!

Postings both in and out, have been numerous and at the moment of writing we are receiving a steady stream of new instructors from St. Athan, whom we are very pleased to see, as they are fully qualified and "rearing to go". To those who have left us we say farewell and thank you for your efforts.

Finally, congratulations to Cpl. WHELAN, on his marriage, together with our best wishes for his future.

AIRFRAME FITTER FLIGHT

Since the last issue of the Magazine the inevitable changes have taken place among the Instructional Staff. Chf.Tech. Pointing, Sgts. Brooks and Ludlam and Cpl. Underwood have left us, and we wish them the best of luck in their new appointments. We welcome as replacements, W.O. Ponting, Cpl.Techs. Chivers, Aspinwall and Greer.

The long awaited Venoms and a Sapphire Meteor have now arrived and are now in use for Instructional purposes in the Airframe Workshops.

Our congratulations go to Pakistan A/A Momen of the 74th Entry who was awarded the Airframe Fitter Instructors' Progress Shield for his entry. Competition for the award was again very keen and A/A Momen was very closely followed by A/A Kelaet with A/A Duffy a close third.

Liaison visits have been made by members of the Instructional Staff to several R.A.F. Stations including No. 32 M.U. St. Athan and R.A.F. Waterbeach and R.A.F. Upwood. Apprentices of the Airframe Fitter Trade visited the ESSO Refinery at Fawley, The Bristol Aeroplane Co. Ltd. at Filton and the B.O.A.C. Maintenance Base at London Airport. We hope that much valuable information was gathered from these visits.

The 69th Entry have finished their Training and left us. We wish them good luck on their new Stations.

ELECTRICAL FITTER FLIGHT

At long last it has happened. For the very first time in history the Crebbin-Robinson Cup has been won by an Electrician, the successful competitor being C/A/A Cottingham of the

69th Entry. A marking of 94% for the basic test job sufficed to remove the trophy from its usual resting place in Bay 9 to Bay 8. May it long repose where it now belongs. Congratulations also to all the Electricians of the 69th for the very large number of "passes" obtained in their final test. The Trade Test Board results reflect great credit on the entry and, incidentally upon the instructional staff. Celebrations to which the instructors were invited took place at Watford Town Hall.

As foreshadowed in the last notes Flt.Lt. Harris is no longer with us. He is, we hope, enjoying what we at home have sadly lacked this summer, the sun, somewhere in the east. He will be missed not only by the Section, but, being a camera fiend, by all the section of photographers on the Station. Sgt. Floodgate, an airfield "wallah" with Sgt. Budding who has four years residence to his credit, is now with B.A.O.R. It is very pleasing to be able to report an improvement in the health of Mr. Cassidy, suffering for the past two months from a very serious illness. We hope the day will soon be here when "Bernards" blackboard will again be covered with AC Vectors and sine curves.

Long overdue repairs to the roof of Bay 8 have now commenced. The whole roof is being restored, and, consequently, the bay presents a forlorn appearance since all the moveable equipment has temporarily been removed to Bay 6. It is hoped that the ominous drip—drip—drip, foretelling rain outside, will no longer be heard inside. The roof of Bay 7 is next on the list for restoration; this will mean further flitting from bay to bay. Is it the gypsy blood in us?

The erection of class rooms, delayed by shortage of materials, is about to recommence. One instructor well-known for his painting abilities, drew up a blackboard summary on "How to Paint a Classroom". One fears that the trainee will have slight difficulties following "P. W's." instruction to use a 2 inch brush since the paint-pot is 1½ inches in width. How many instructors have surnames with the initial letter of W? The identity may be revealed in our next notes.

INSTRUMENT FITTER FLIGHT

We welcome Flt.Lt. Clift who now fills the "chair" left by Flt.Lt. Robinson, now in Germany. Other "casualties" include Cpl. Tech. Brown who is at St. Athan and Chief Technician Ormerod recently promoted. We are reinforced by Mr. Warmington, A.R.Ac.S. who joins us after six years instructing in India, and Cpl.Techs. Lane and Rotherham, who will provide us with some youthful talent.

Battle of Britain Day will provide the usual baby show, the latest to join the ranks being Ian Buist.

Instruction is continually interrupted by vibrating drills in the Basic Shop, for the installation of the long awaited new lathes, which are replacing those "borrowed" by the electrical section years ago.

The 69th, a most popular entry, have left us. Next term we face revision, mock boards and more revision with the 70th Entry who, we hope, will fill the Crebbin-Robinson showcase again.

AIRFIELD TRAINING SQUADRON

Since the last issue there have been a number of changes at the Airfield. With the departure of 24 Group Communication Flight the Training Squadron has been able to take a deeper breath and expand into the vacated Hangars. This has resulted in more elbow room all round and an opportunity of living up to the adage that "a clean and tidy Hangar is an efficient Hangar". Merlin Power Plants have been out and in yet once more, and the jets have done their quota of screaming and burning. The Lincoln has once again felt the weight of its bomb load and let it go with, we suspect, something of a sigh. Its four engines have also stirred into life and produced a satisfactory roar which shows that there is life in the old dog yet. The Cockpit classroom has been re-weather-proofed and should be cosy enough for those apprentices who have to withstand the rigours of a Winter term at the Airfield.

There have been some staff changes, of course, and we say goodbye to the following and wish them well in their new postings or return to civilian life.

F.S. Edington, Afr.Fitt., posting to 2nd TAF; Sgt. Floodgate, Elect.Fitt., posting to 2nd T.A.F.; Sgt. Dyett, Eng.Fitt., posting to 2nd TAF; Sgt. Brooks, Afr.Fitt., posting

to 2nd TAF; Cpl. Pavey, Eng.Fitt., to 60 M.U. Stafford; SAC Aggus, Afr.Mech., on return to civilian life; L.A.C. Pomeroy, Afr.Mech., on return to civilian life; L.A.C. Vaughan, Afr.Mech., on return to civilian life; L.A.C. James, Inst.Mech., on return to civilian life.

We welcome Sgt. Weeks who replaces Sgt. Floodgate on Electrical Inst.; Sgt. Hawkins, Afr.Fitt., from overseas; Cpl. Jones, Eng. Fitt., ex-overseas; Cpl. Wray, Eng.Fitt., ex-overseas; Cpl. Phillips, Eng.Fitt., and congratulate him on his award of the B.E.M. for service in Kenya; Cpl. Greeer, Afr.Fitt., ex-overseas.

A recent policy decision has resulted in the removal of the Maintenance Staff from their domestic accommodation at the Airfield and transfer to No. 2 Wing. This marks the end of a very happy and convenient past in the history of Airfield, but the chaps seem to have settled down quickly and satisfactorily in their new surroundings . . . a triumph of adaptability over economic necessity we like to think. So, until next time, well done chaps.

GENERAL ENGINEERING TRAINING WORKSHOPS

At the commencement of the Winter term we shall be losing the services of Cpl.Tech. Dyer (17th Entry), a popular member of the Allied Trades Instructional Staff who has also done yeoman service for swimming and Water Polo on the station and also for the Royal Air Force. We wish him every success in civilian life. We welcome Cpl.Tech. Barker (23rd Entry), our new instructor to Allied Trades.

We regret the sudden death during the summer term of Mr. A. Milton, our copper-smith instructor for many years. Mr. A. Milton had only recently retired owing to

ill health and we are particularly sorry to hear of his death so soon after retirement.

The summer term has marked the introduction of an additional week's instruction on welding for Airframe Fitters which will take place during the period of final basic.

ARMAMENT TRAINING SQUADRON

No. 77 Entry have arrived in the workshops fortified in the knowledge that their initial "Square Bashing" has indicated that they have the stamina to negotiate the Hill. A term has confirmed this fact. It may be a little early to venture a forecast, but we are impressed by the cheerful and energetic way they have set about their Basic Fitting.

The day may come when we can report no changes of Staff, but regretfully we must record the departure of one of our mainstays—Master Technician Newman, who has been posted to Binbrook. We offer our congratulations on his elevation to the top of the Technician ladder and also take this opportunity to thank him for the excellent work he has done for shooting at this School. We welcome Corporals Taylor and Manley to the instructional Staff and hope their stay will be long and fruitful. To Corporal Grace, on his recent marriage, we offer our best wishes and piously express the hope that his troubles may be little ones.

There are ominous signs of changes in the workshops. The arrival of many Benches, Fitters and great mounds of very much preserved Vices, heralds the return of the Basic Fitting Phase after a long period in the wilderness.

The 69th Entry have left us on Graduation and we wish them good luck in the future. They made a gallant effort towards the end and justified our hopes. A special word of praise is due to Kershaw on leading the list in the final examinations. We are now looking forward to the arrival of the 78th Entry.

Gliding

(Our correspondent here continues our series on the art of gliding.)

IN enabling the glider pilot to become proficient, it is necessary for him to recognise the conditions leading up to a stall, to enter the stall, and to be able to recover from the stall.

The Stall

In normal flight the glider depends upon lift by the airflow over the wings and their relative angle of attack to this airflow. If this angle of attack is increased, the lift increases