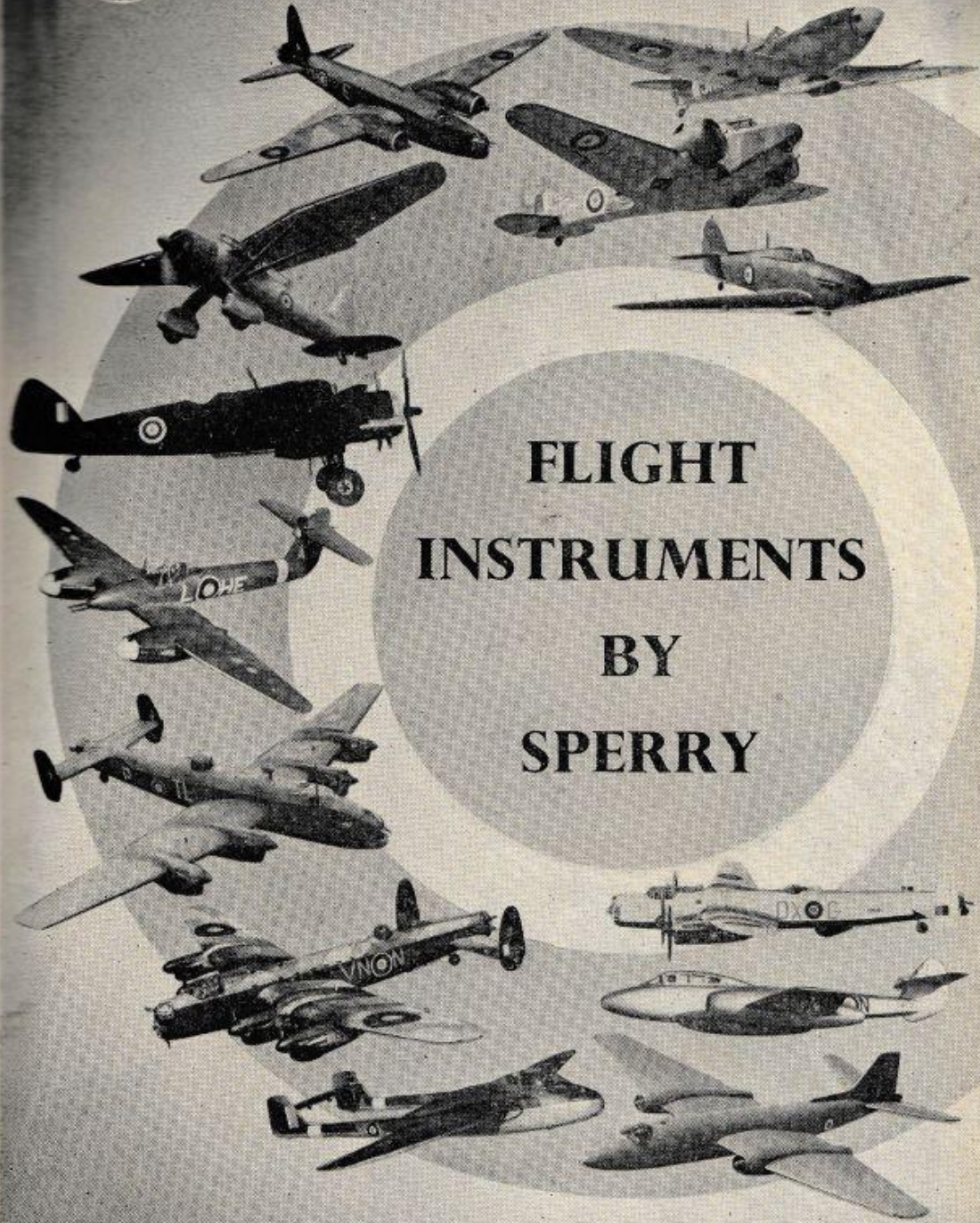


The Haltonian Magazine

55 & 56 Edition

Summer 1950

(Scroll down)



**FLIGHT
INSTRUMENTS
BY
SPERRY**

All photographs by courtesy of "The Aviation"

EDITORIAL

Editors are notoriously insatiable. They are always asking for more; more articles, more illustrations, more sales. Even on a station as large and thickly populated as Halton, it is necessary apparently to remind every reader of this page that contributions are not only welcome, but also essential. What an amount of literary and artistic talent must be lying hidden or perhaps merely uncultivated on a station of this size. Let but a fraction of it be allowed free play and we would not need to ask for contributions: they would pour into the editorial tray.

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We are pleased to be able to publish the portrait of Air Vice Marshal R. O. Jones, C.B., A.F.C., Air Officer Commanding No. 24 Group, who has also sent the stimulating message published with his photograph.

* * * *

In the last issue, we were able to say with confidence that the financial health of the magazine showed signs of improvement. We little realised how soon one of the main contributors to this happy state of affairs, Flt. Lt. Kenyon-Muir, would be called away from the Station and so from his task, admirably and willingly performed, of Advertising and Publicity Manager. He is on his way overseas, where we wish him every success, but, before leaving, he was able to report that, once again, he had succeeded in what is now becoming an increasingly difficult task, the securing of more orders for advertisement space. He will be followed by Flt. Lt. A. E. Baxter, who will have no easy job, yet may well excel in the field which Flt. Lt. Kenyon-Muir has so skilfully cultivated.

* * * *

A new feature, and one which we hope to make permanent, is the special write-up of the senior entry of Aircraft Apprentices. We think that, in years to come, Aircraft Apprentices will be happy to find themselves featured in this way and so will be able to recall more vividly those with whom they served at Halton. Starting with the 57th Entry in this issue, we aim to produce a short history with photographs and records of the main achievements of each entry before it leaves the Station.

* * * *

We are pleased to announce that, in response to many requests from Old Haltonians, Messrs. T. M. Lewin and Sons, 103 Jermyn Street, London, S.W.1, are able to supply Old Haltonian ties and scarves.

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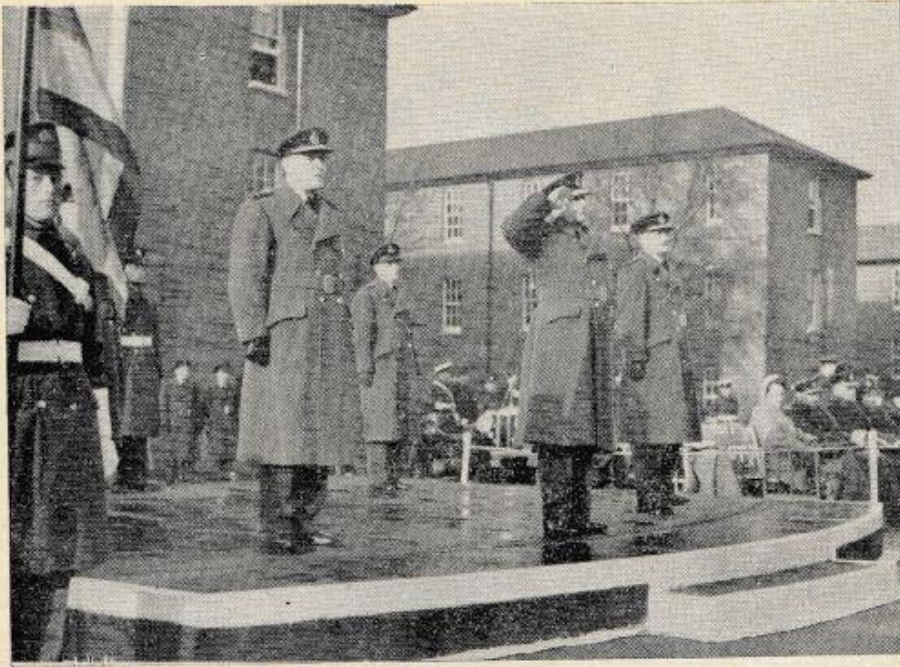
It is with great regret that we record the deaths of Officer Cadet D. Meadowcroft, ex-49th Entry; Officer Cadet M. J. G. Ash, late of the 52nd Entry; and also of App/Air C. R. Twyman, 57th Entry, App/Air D. Leather, 60th Entry, and Mr. Beattie, one of the most popular civilian instructors. To their parents, relations and friends, we offer our sincere sympathy.



On the 20th December, 1949, the 55th Entry were reviewed on their Passing Out Parade by Air Marshal Sir John Whitworth-Jones, K.C.B., C.B.E., Air Officer Commanding-in-Chief Technical Training Command, who was accompanied by Air Vice Marshal L. G. Harvey, C.B., Air Officer Commanding No. 24 Group. Among the spectators were the Commanders-in-Chief of Maintenance and Reserve Commands, the Netherlands Military Attaché, and many senior Army and Royal Air Force Officers.

The Parade itself was conducted solely by Aircraft Apprentices, with the precision which has always been connected with similar ceremonies at Halton, even though, on this occasion, the parade ground was strewn with loose gravel and sand to break up the icy surface. As in the previous passing out parade, the "March Past in Slow Time" and "Advance Arms in Review Order" were included; for the second time, also, both the Drum and Pipe Band and the Military Band were on parade. The Guard of Honour for the Commander-in-Chief was drawn from Aircraft Apprentices of the 57th Entry.

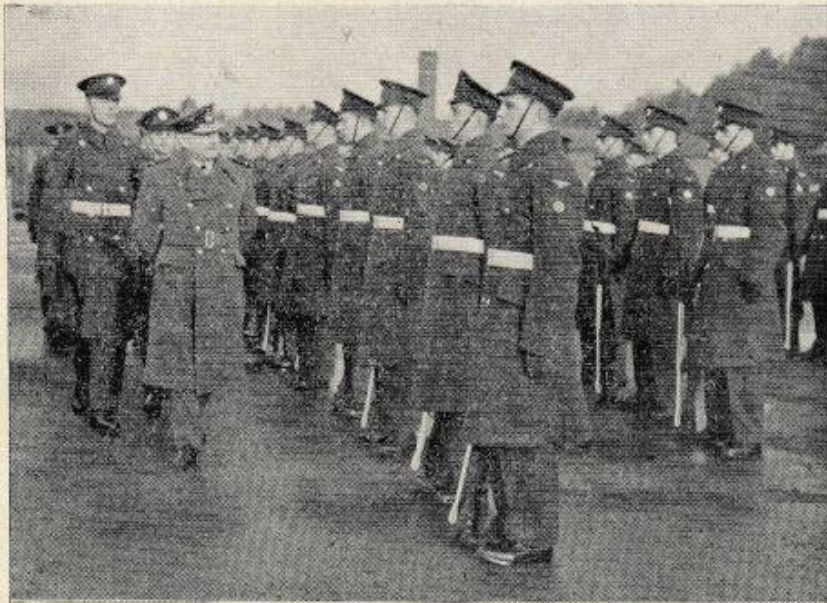
After the parade the 55th Entry, their friends and relations, the visiting officers, and officers and N.C.O. instructors of the School assembled in the Burnett Gymnasium for the distribution of prizes. In his report the Station Commander, Air Commodore



The Inspecting Officer taking the Salute

N. Carter, C.B., D.F.C., stated that although the work of the Entry had only been of average standard, the enthusiasm and team spirit in sport had been exceptional. Twenty-eight apprentices had won school colours and eight had been awarded double colours. In the final examination results the Instrument Fitters had at last been displaced from top position, their place being taken by Fitter II A trade. Fifty-five apprentices had qualified for Ordinary National Certificates and two—Sgt/App/Air Robertson and Sgt/App/Air Kedar—had been awarded cadetships preparatory to commissions in the Technical Branch. The Station Commander emphasised that all apprentices are given flying experience, and stated that three quarters of the 55th Entry had volunteered for aircrew training. Many apprentices had been given instruction in gliding, twelve having gained the "A" Certificate; of these, five had also gained "B" Certificates.

After distributing the prizes, the Commander-in-Chief addressed the assembly. Speaking first to the parents and guests about the parade, he stated that "the whole intricate business was commanded by an Apprentice Flight Sergeant, and the subordinate commanders were all apprentices," and to the Entry ". . . it was good. It was worthy of you and the School." Talking of Halton, the Commander-in-Chief quoted a remark by Lord Trenchard: "Halton has made as great a contribution to the Royal Air Force as the Cadet College at Cranwell—possibly an even greater contribution." In explanation he said: "Halton has given the Royal

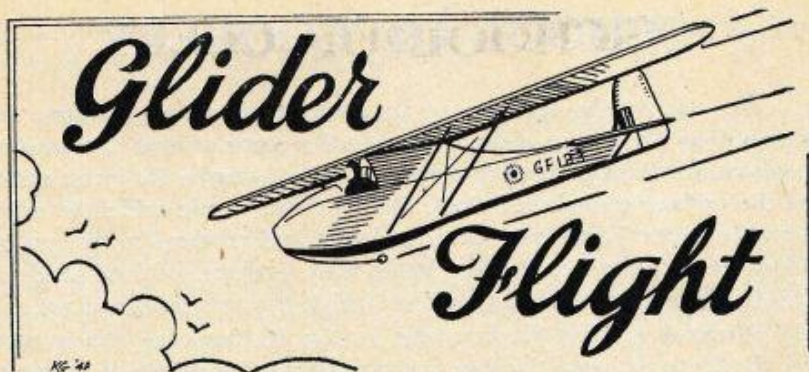


The Inspecting Officer inspects No. 2 Flight, No. 55 Entry, accompanied by Sgt/App/Air. J. H. Chambers, i/c Flight

Air Force not only its hard core of efficient technical N.C.O.s and airmen, but also a magnificent core of officers, many of whom are at this moment serving in high rank in all branches of the Royal Air Force." The Commander-in-Chief also reminded the Entry that, like previous Entries, they were destined to be leaders, and reminded them that "The leader is one who gives to the community without demanding anything in return, except the privilege of giving more. If there are two spots, one comfortable and one with difficulties, the leader prefers the more difficult, since it gives him greater opportunity for service." He ended by saying: "The greatest compliment the country and the Royal Air Force can pay to Halton is to say 'There is a difficult job, almost impossible to achieve; we must give it to some ex-Halton apprentice'."

A.H.C.





Glider Flight, after its rather restricted winter programme, is looking forward to a very active summer.

With the extension of the syllabus to the International "B" Certificate Standard, the enthusiasm for gliding is now greater than ever. We have pupils from the 57th, 58th and 59th Entries in the air. The 60th Entry are commencing their training this summer.

Owing to our increasing commitments, the Glider Flight is short of standard instructional equipment, especially aircraft. Our German sailplanes, including the dual two-seater "Kranich," have stood us in good stead, but with the coming of British types, it is felt that the time has come for us to "fall into line" with other Gliding Units throughout the country. The use of foreign equipment presents us with servicing problems almost daily. We are happy to state that our retrieving vehicles and winches are being replaced by the most up-to-date transports available, but our most urgent need is a side-by-side dual training glider.

This report would not be complete if it did not mention the excellent gliding which was done throughout 1949. There were 5,414 launches without accidents of any description, and a total of 388 pupils were given instruction. With this large number of apprentices taking part it was unavoidable that some should not gain certificates, but, even so, quite a good proportion did so. Altogether there were 47 qualifications, of which 30 were "A" Certificates and 17 were "B" Certificates. All pupils who qualified for the latter also carried out solo circuits in sailplanes.

Security

During the "phoney war" the press were told about leaflet raids on Germany. Not unnaturally they asked for copies which they could publish in the English papers. The rather surprising reply was that this couldn't possibly be done in case they fell into the hands of the enemy.

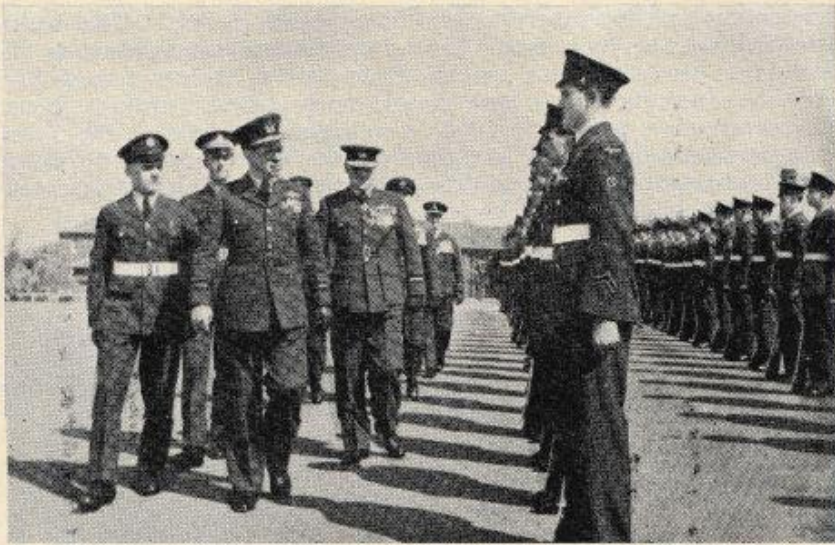


Following a spell of unsettled weather a hot sun, tempered by a slight breeze, made for good conditions on the occasion of the Passing Out parade of the 56th Entry of apprentices held on the Henderson and Groves Parade Ground on Tuesday, May 23rd.

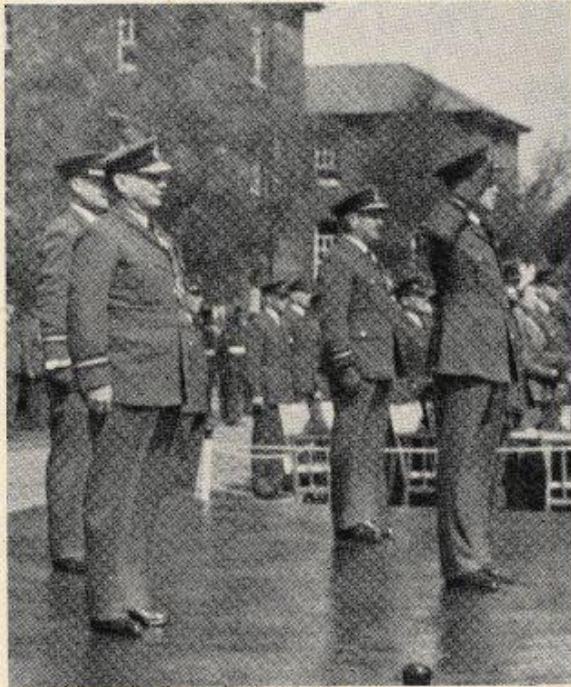
Before a large crowd of onlookers, including visitors from many parts of the country, the Entry was inspected by the Air Officer Commanding-in-Chief, Bomber Command, Air Marshal Sir Hugh P. Lloyd, K.B.E., C.B., M.C., D.F.C., who was accompanied by Air Marshal Sir John Whitworth-Jones, K.C.B., C.B.E., Air Officer Commanding-in-Chief, Technical Training Command; Air Vice-Marshal R. O. Jones, C.B., A.F.C., Air Officer Commanding No. 24 Group; Air Commodore North Carter, C.B., D.F.C., Officer Commanding R.A.F. Halton; Group Captain N. C. S. Rutter, C.B.E., Senior Training Officer, No. 1 School of Technical Training, Halton; Wing Commander D. R. Biggs, D.F.C., Officer Commanding No. 1 (Apprentices) Wing.

As is customary on the apprentices' Passing Out parades, no officers or N.C.O.'s of the permanent staff took part, and special mention should be made of F/Sgt/App/Air Osborne, who took part in a competent and efficient manner, leading the Entry through a very smart parade.

After the presentation of awards in the Burnett Gymnasium, Air Marshal Sir Hugh Lloyd stated that, just as a wall could not be built with bricks alone, so a successful Entry was not made solely by individuals. Bricks needed to be held together by cement, and, with apprentices, the necessary factor was team spirit and confidence in one's own abilities. It was no use, he said, if an apprentice had no faith in the work he was doing. "Everyone should be proud of being one of a team," said Sir Hugh. "That is the Halton theme and the Halton

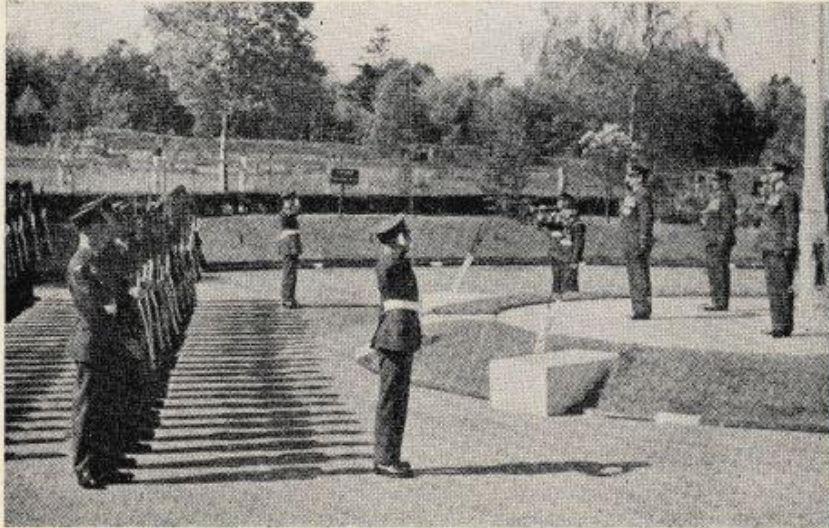


spirit." He recalled the days during World War II when Malta sustained colossal attacks from the enemy "because they knew they could not stay in North Africa while we still had Malta." The fact that we had not lost Malta was due to the people there working as a team and showing initiative. "An efficient striking force in this country is our best insurance for peace," went on Sir Hugh. To the apprentices he added "You must carry the responsibility of providing that force." His final piece of advice to the 56th Entry was that everyone should remember that no-one can get more out of life than they put into it.



During the proceedings in the Burnett Gymnasium the Commandant, presenting his report, said that the general standard of the 56th Entry had been above the average, but added that there was still some way to go before the pre-war standard was regained. The Entry was the largest at Halton since the war, and two-hundred and thirty-two apprentices had passed out. In technical training the Entry was well up in present-day mechanical knowledge, while educationally there was little to choose between this Entry and the previous one. Some of the

apprentices in the top grade were "very good indeed." The health standard had also been good. Several apprentices had represented the Station at various sports, among them hockey, soccer, boxing and cricket. There had also been great keenness shown towards flying, three apprentices gaining their "A" certificates for gliding. The Entry had provided a number of musicians for the three bands. In closing, Air Commodore Carter wished the members of the 56th Entry success and good luck during their service careers.



THE DENTAL TRAINING SCHOOL

The Dental Training School has not previously made a contribution to "The Magazine of R.A.F. Halton," and embarks upon its self-introduction somewhat self-consciously. That a unit staffed almost entirely by members of one comparatively small branch should have some special collective personality is to be expected; and our approach is diffident because a unit which is concerned with talking, thinking, learning and probing any subject having such marked lack of popular appeal as dentistry is bound to be regarded with some misgivings by the laity.

It would be an easy mistake for us to contribute a chatty report on altering harmonies and discords, welcome arrivals and regretted departures, of so exclusively domestic a nature that it would be of no interest whatever to the majority of readers. That shall be avoided. We will be impersonal.

The unit is variously known in official and less official strata as "The School of Dentistry" (which implies a function beyond our powers), "The School of Dental Training" (which is incorrect only in order of words), and "The Mental Training School" (which is personal and therefore not acceptable).

The Dental Branch, being a service of the Service—we may be said to be functionally co-operative with those marching under the banner bearing the device "Servitor Servientium"—it is our

WING NOTES

NO. 1(A) WING

Since the issue of the Christmas number, the Wing has taken on a less forbidding atmosphere from the inside looking out, as decoration in the new shades has been completed. Curtains in rust red have helped to complete Air Ministry's plan for improved living conditions. And so we say farewell to the well-tryed but very solid Macdonald, which has withstood the slings and arrows of outrageous treatment for so many years. Gone also are the three-piece "biscuits" which have provided such comfort in repelling the raiders, even if they were not conducive to comfortable slumbers. Spring beds and sprung mattresses have replaced these age-old relics of a spartan era, but time will tell if they are able to withstand the ravages of apprentice exuberances.

During the summer term all apprentices were issued with the new type of beret. Uniformity was the aim, but the individuality of the egoist was soon expressed, judging by the many different shapes to which the "sloppy piece of rag" was subjected. The advent of the beret has raised the problem of suitable identification. After viewing different methods the following procedure was adopted: the wing colour to be on a large disc surrounding the cap badge, concentric with a smaller disc indicating the squadron. As a further means of "narrowing the gap" a "flight" colour has been instituted in the form of a coloured disc behind the apprentice's arm-badge.

New training syllabi have been introduced and the 57th Entry will be following hard on the heels of the 56th, who, in their last phases of training, improved considerably and there has been a noteworthy co-operation between the entry and their instructors in this respect. There has been the inevitable loss of staff, but the wing has fortunately benefited from the small number of dislocations which have occurred. Both Station and Wing Rugby will miss the influences of Sqn. Ldr. Gibbs, M.B.E., who has been posted to the Middle East. In his place we welcome Sqn. Ldr. Wall, M.P.E., who has come from Locking.

There are now two entries of Pakistan apprentices training at Halton. They have settled down remarkably well, and share to the full the training and life of the other apprentices. On 3rd April Air Vice Marshal Atcherley inspected them and was, we hope, impressed by their good drill, bearing and turn-out.

In the Schools, improved equipment is being installed to try and keep pace with modern developments of the jet age, and in this respect we are relying more on the electronic experts to provide equipment for high-speed measurements. Apart from the modern wonders which the "School of the Air" expounds, one wonders whether Mr. Kermode ever visualised mechanics and Theory of Flight being explained with the feminine touch within the precincts of the Schools. Wonders never cease, as No. 1(A) Wing apprentices are fortunate in having two W.R.A.F. Education Officers to further their technical education. So far there have been "No Complaints."



B Squadron Football Team. Winner of Station Cup second in the Aylesbury and District League and played such teams as Portsmouth, Tottenham Hotspur and Arsenal junior teams with great credit. "B" Squadron won both the Station League and Knock-Out Cup Competitions.

In the Cross Country events App/Air Milburn, 56th Entry, has shown consistent form and has represented the R.A.F. in this sport. He also won the Bucks Senior Cross Country title. Fencing is being revived at Halton and in the MacEwan Trophy App/Air King, 56th Entry, was most successful in the Epee. Cycling has now been recognised officially as a sport for senior entries, so that organised runs on Wednesday afternoons are part of the sports programme.

G.D.R.

NO. 2(A) WING

The 55th Entry has left Halton since the Christmas number, and we congratulate Sgt/App/Air Robertson on his brilliant achievements at school and workshops. To F/Sgt/App/Air Bartley we say "Press on." Although failing to gain a commission by the narrowest of margins, we feel sure that virtue will have its reward and that Bartley will have a splendid career in the R.A.F.

The 56th Entry are undergoing the C.T.T.B. examination at the time of going to press and we wish them all success. The entry has been affected by several internal events and minor crises during their three years at Halton, but during the final period they have settled down and have been extremely conscientious throughout a somewhat long and trying revision phase. The 57th Entry will pass out before the summer leave and we are confidently expecting a very high standard from them.

All junior entries are making normal progress, and at this early stage it is possible to detect the apprentices who are determined to make a success of their Halton training. To all of them we offer this advice: Apply yourselves to the task of becoming the type of man that the R.A.F. needs so badly. You can do this by devoting yourself to three years of General Service Training in all its aspects, three years in concentration on technical and educational subjects, and three years in building yourself up to be the smartest and most efficient senior entry that Halton has ever seen.

In the Wing we extend a welcome to Flt. Lts. Cooke, Luke and Davey, who have arrived to complete the team of Flight Commanders. Each squadron now has three flights, each with its own commander, and it is certain that in No. 2(A) Wing a real flight spirit is being created. The outcome will be a Wing whose smartness, loyalty and efficiency will be an example to all and a credit to Halton.

There have been no major changes on the Technical side lately. The inception of the F.II A. Technical Instructors Shield is the subject of a separate article in this number, and we trust that all apprentices of the 60th Entry are making every effort to win the shield during the summer term.

In the last issue we expressed the hope that Wg. Cdr. Legg would remain long enough to complete the new wind tunnel. This was not to be, for he was posted to Flying Training Command soon after Christmas. However, we are fortunate in having Wg. Cdr. Stephen to take over the installation and the multitude of duties which come under the heading of No. 2(A) Wing Education Officer.

It may seem like ancient history to mention the 55th Entry, but we must congratulate F/Sgt/App/Air Bartley and Sgt/App/Air Robertson on their achievements. We are particularly proud that Robertson was not only top of the entry and was awarded a Cadetship in the Technical Branch, but that he has also won the Whitworth Society Prize.

It seems that the general improvement in educational standard is continuing and by the time these words are published it is hoped that the 57th Entry will have shown a new post-war high level of achievement. We are pleased to state that the Wing Library is functioning, not only as a quiet spot for reading, but also for books which may be taken away for private reading.

The Wing has completed the winter round of the B.K. competitions with moderate success in most events. In addition, an Inter-Squadron "Cock of the Walk" was organised which, after several spirited contests, was won by "C" Squadron. For the Summer this competition will be on an Inter-Flight basis. In the final of the Sigrist Trophy we were defeated by No. 1(A) Wing, and we heartily congratulate the winners on their success. It is perhaps on the Rugger field that No. 2(A) Wing has particularly distinguished itself, largely through the efforts of Sgt/App/Air Feeley, Cpl/App/Air Fitzpatrick and others of the 56th Entry. The Wing's victory in the Station seven-a-side competition was a fine finish to the season.

To conclude these notes we should like to congratulate Flt. Lt. Searles, No. 2(A) Wing Adjutant, on his fine performance in organising a Station Choir. The Easter rendering of Stainer's "Crucifixion" was greatly appreciated by a large audience, and could not have been given without long hours of practice and rehearsals by the choir, which was ably conducted by the Wing Adjutant.

A.T.

The Fitter II (A) Technical Instructors' Shield

Air Commodore N. Carter, C.B., D.F.C., has, on behalf of No. 1 School of Technical Training, been pleased to accept a trophy presented by the Technical Staff of No. 2(A) Wing for competition among the Fitter II A. apprentices. The trophy takes the form of a shield on which the names of the winners will be inscribed, and a certificate of award will also be presented. The sole qualification for winning the shield is the best progress during the second years of training, and therefore an award will be made, at the conclusion of every term, to the selected apprentice from the entry finishing its second year at Halton. A committee of instructors will make the recommendations. It should be noted that the emphasis is on "progress" and all apprentices stand an equal chance. The backward apprentice in his first year can, by hard work and diligence, make sufficient progress during the second year to qualify for the shield.

The first award took place in the New Workshops on Tuesday, April 4th, 1950, when the Commandant honoured No. 2(A) Wing by personally presenting the shield to No. 584930 Ldg/App/Air Harrison of the 56th Entry. An informal parade was arranged for the occasion with all Service and civilian staff present. F.S. Palmer and Mr. Simpkins (Senior Civilian Instructor) offered the shield to Wg. Cdr. Robinson, and the latter explained to the parade the manner in which the shield came into existence. In a short speech after the presentation the Commandant expressed his appreciation of the spirit existing among the staff which made the award possible.

All junior entries of No. 2(A) Wing should remember that not only have the F.II A. instructors subscribed to the shield, but they are also the people who can, and will, help them in their efforts to win it. Go to it and get your name on the shield.

Ldg/App/Air. Harrison with F.II.A.
Technical Instructor's Shield and
Certificate



NO. 3(A) WING

Since the last issue of the Magazine steady progress has been maintained in General Service, Technical and Educational training. Though the Entry is still the unit for all aspects of General Service Training, the Flight has now become established as the basic unit

for purposes of administration. The closer contact thus afforded between Flight Commanders and apprentices is showing beneficial results.

In order to make the barrack blocks into more pleasant homes for the apprentices, redecoration is in progress. It is the hope of "A" Squadron that funds will not be exhausted before they, too, are given a "New Look," as the blocks already completed are very neat and cheerful. Curtain rails are being fitted, so curtains should be hung throughout the wing in the very near future. Quiet Rooms in the Squadron are popular for evening study, reading and writing.

Great credit is due to all concerned for a good Christmas dinner which, judging from the amount of food distributed by the waiters (Officers and N.C.O.s) was thoroughly appreciated by the apprentices. At the conclusion of the dinner some very useful gifts were presented to the permanent staff.

Gliding is as popular as ever. The number of apprentices is far in excess of the number which can be catered for by the Gliding Flight. Selection is from the volunteers for aircrew who, by all-round good work and behaviour, are considered most deserving.

The band has now blossomed forth: great enthusiasm has been shown by the members and this is reflected in the high all-round standard which has been achieved, and we feel that the whole wing will derive great benefit from the band. It is hoped that some outside performances will be attended during the summer.

There have recently been changes in the staff. The Wing Adjutant, Flt. Lt. King, D.F.M., has returned to flying duties, having been relieved by Flt. Lt. Sutton. Two Flight Commanders from "A" Squadron—Flt. Lt. Pitts and Flt. Lt. Newman—have been posted and were relieved by Flt. Lt. Rogers and Flt. Lt. Watson respectively. "C" Squadron lost Flt. Lt. Hatton, who was relieved by Flt. Lt. Weston. Flt. Lt. Powell has replaced Flt. Lt. Tunnicliffe as Physical Fitness Officer. W.O. Stevenson, the Wing Warrant Officer, retired from the R.A.F. after twenty-four years' service, and was replaced by W.O. Parkes. To all those who have left us we wish the very best of luck. We welcome to the Wing the new arrivals and wish them a pleasant and profitable tour of duty at Halton.

Those of us who served under Group Captain Manning will be

pleased to hear that he is enjoying his work in Burma. He is living in Rangoon, but his work necessitates extensive travelling throughout Burma and as far afield as India and Singapore.

The 64th Entry arrived early in the New Year. They have settled down now, and we wish them a happy stay at Halton. Included in the 64th Entry was a further draft of Pakistan apprentices who have now settled down to the domestic and training routine with the British boys.



The Only
Flying Saucer
in Captivity

THE 57TH ENTRY



No. 1(A) Wing



No. 2(A) Wing



No. 3(A) Wing

Nearly three years ago, on September 22nd, 1947, the 57th Entry arrived at Halton, and were together in No. 2(A) Wing until December, 1948, when it was divided according to trades, the engine specialists going to 1(A) Wing, the fitter airframes remaining in 2(A) Wing, and the electricians, armourers and instrument makers going to 3(A) Wing.

Perhaps the most outstanding aspect of the Entry has been their General Service Training, in which field there has been the customary spirit of friendly rivalry between the elements of the Entry in each Squadron. The appearance of the Entry on parade, and in their barrack rooms, has been a constant credit to them, and the standard of foot and arms drill has been very high. The Entry have also done very well on the sports field, and, in some quarters, are regarded as being the best sportsmen at Halton for many years. Several apprentices have represented the School at various sports, and many have represented their Wings and Squadrons.

The Entry has worked well throughout their workshop training and its members should hand on to succeeding entries the advice that apprentices should work their hardest all the time, and not just when the final examinations are coming up. In school, the Entry has produced satisfactory examination results, and there can be little doubt that the instruction given by the Education Officers has been appreciated, and the introduction of Sgt/App/Air Manning's "Gen Club" in 2 Wing assisted in bringing on some of the slower members of the Entry. The Club has been well organised and supported, and has been capably handled by two or three apprentices who have been willing to share their ability and knowledge with their less fortunate comrades.

A number of apprentices have taken their place in the Bands, and in this activity chief credit goes to App/Air Grand-Scrutton as Pipe Major.

The Entry has given admirable support to the Halton Aeronautical Society; much credit is due to Ldg/App/Air Brown, who took on the task of President. The Aero-modellers have worked well and have produced many good flying models. They have also been represented at many competitions, including the Northern Heights gala at Langley.

Some apprentices are expected to qualify for "B" certificates for gliding before passing out, and many more regular gliders should obtain an "A". The interest shown in this activity has been very satisfactory. Sgt/App/Air Tucker has taken up flying with a civilian club at his own expense during his apprenticeship and has a total of more than thirty hours solo flying to his credit. He hopes to win his pilot's licence before he passes out.

The undiminishing vigour with which the Entry has worked during the past three years is expected to lead to a very high standard on passing out. When they leave Halton we shall miss them for their willingness and good spirit, and they will depart with the knowledge that they leave a good reputation for other entries to emulate.